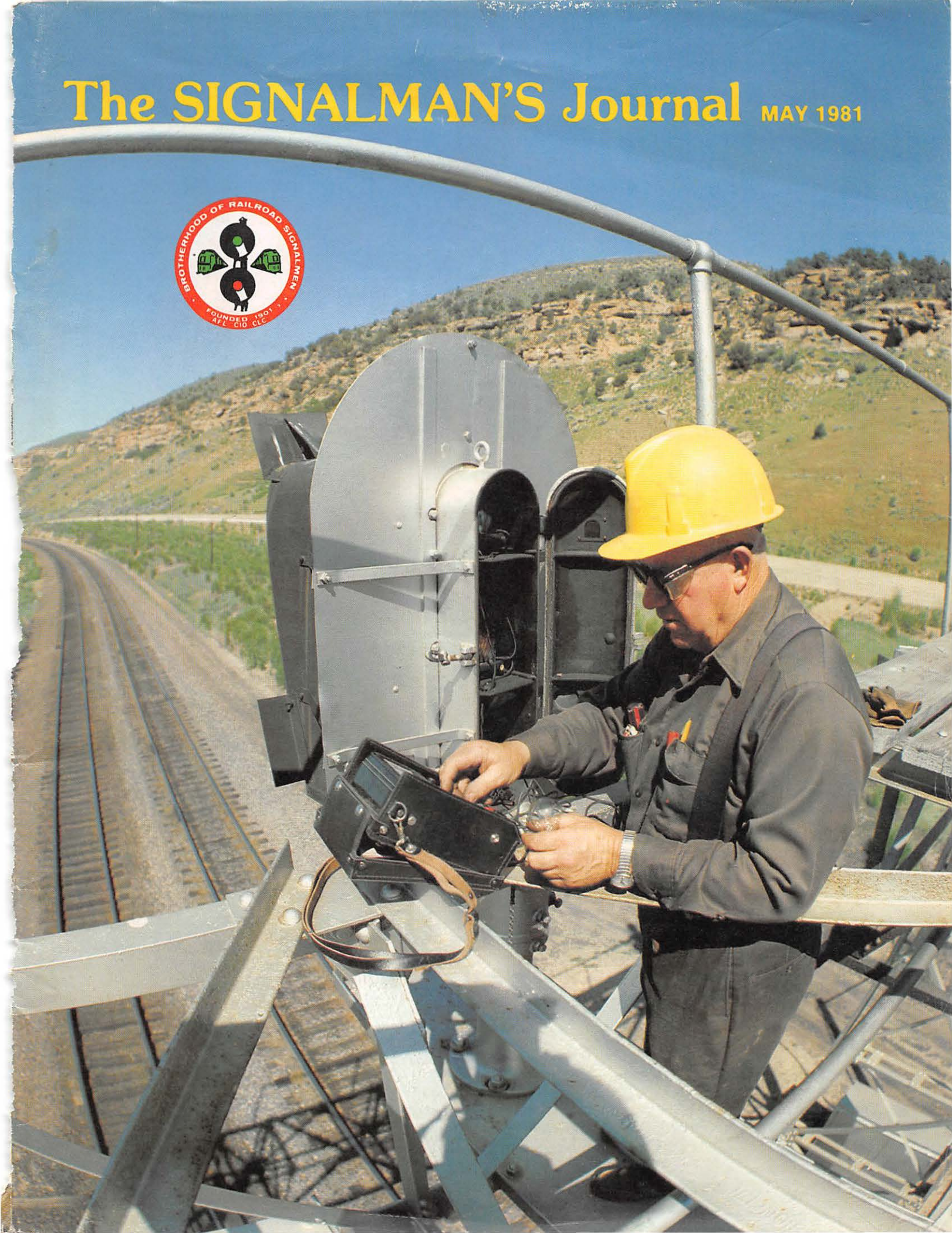
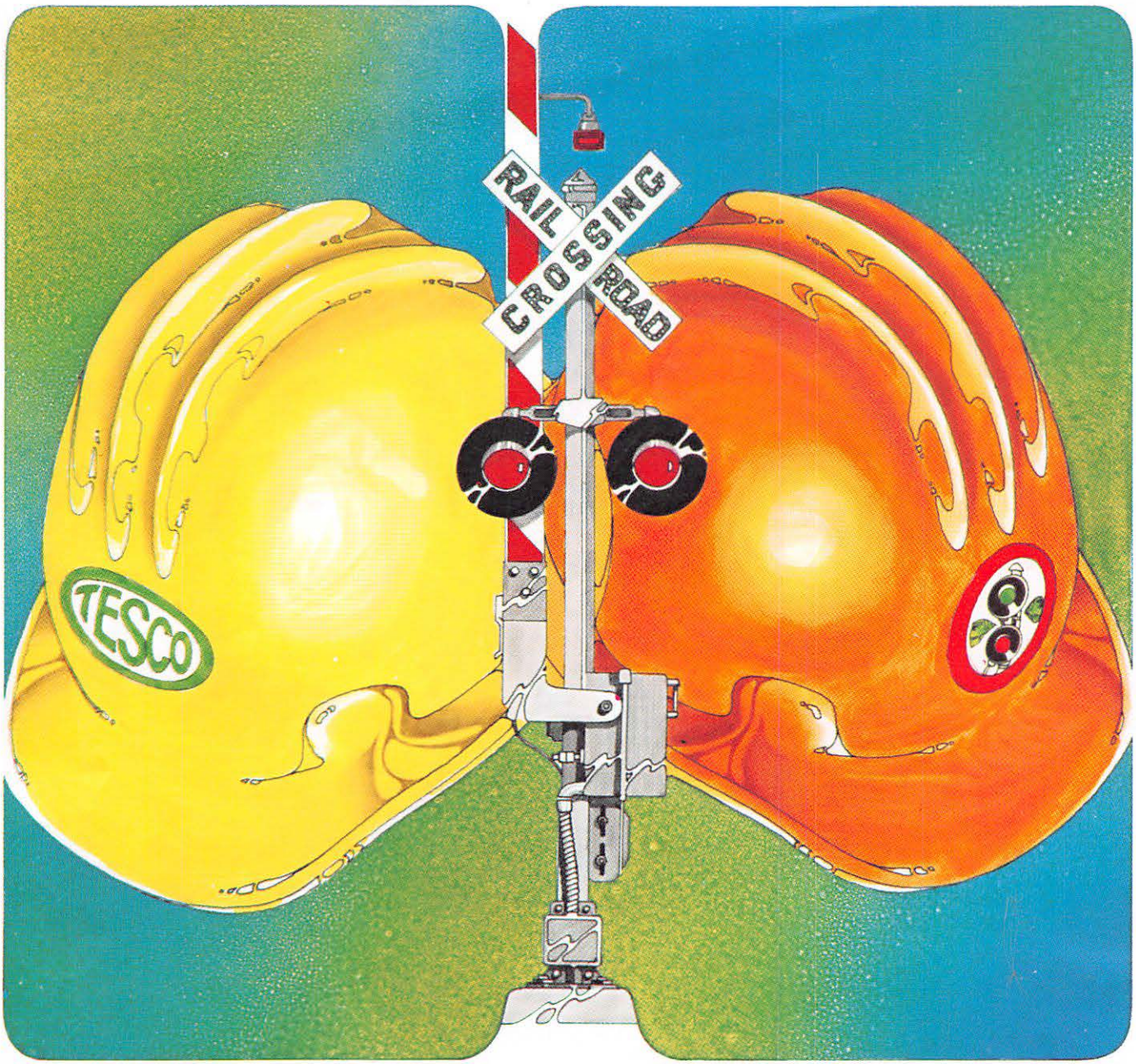
The SIGNALMAN'S Journal

MAY 1981





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The SIGNALMAN'S Journal

Official Publication of the Brotherhood of Railroad Signalmen

Volume 62 Number 4 May 1981

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Cover: Checking the voltage on a colorlight signal on the Union Pacific near Evanston, Wyoming is Leo S. Weaver, signal maintainer, and a member of Rock Springs Lodge 8.

News

Sun charges MP batteries

At 56 Missouri Pacific rail-highway grade crossings solar energy is used to charge the batteries operating the crossing warning devices. Last year, Mo-Pac signalmen installed four large solar panels to charge batteries for signal equipment used in train operations on the Alexandria subdivision in Louisiana.

Military railroad vets to meet

Veterans of the 719th Railway Operating Battalion of World War II will hold their annual reunion in conjunction with the Military Railway Service Veterans Reunion at the Arlington Hotel on September 17-20, 1981 in Hot Springs, Arkansas.

Concerning the 719th reunion, write to R. E. Runsteen, 12620 West Dodge Rd., Omaha, NE 68154.

Concerning the Military Railway Service reunion, write to James E. McNamara, Box 623, Mundelein, IL 60060.

More changes in savings bonds

As of January 1980, some significant changes took place in regard to Series E and H savings bonds. And this past October, President Carter signed a bill that has made even more changes.

Series E bonds issued between 1941 and the end of April 1952 will no longer pay interest after they have been held for 40 years. Thus, starting in 1981, many bondholders have to consider whether to cash in their "older" bonds or to convert them into new HH series bonds.

Beginning in January 1980, E and H bonds were discontinued and have been replaced by EE and HH series bonds. The new EE bonds sell for $25 and will pay $50 after nine years. EE bonds will only yield 4% if cashed in six months after issue, when they first become eligible for redemption; otherwise, 8% will be the applicable long-term rate of appreciation. Under the new law, however, the Treasury may raise the rate again, if conditions warrant. The rates are to be evaluated every six months.

The new HH bonds require a $500 investment, and interest (presently at a 7½% rate) is paid every six months by check. The highest rate of yield will be attained only if bonds, purchased for cash, are held for a five-year minimum (maturity is ten years). As previously, the interest on EE and HH bonds is not taxable by state or local governments. And bonds may be issued in an individual's name, in the names of two co-owners, or in beneficiary forms. Holders of older E bonds who have not been reporting their interest on the bonds on a yearly basis may wish to consider swapping their E bonds for new HH bonds. In this way they may continue to defer the tax on the accrued interest until they dispose of the HH bonds. The interest paid twice yearly on the HH bonds is taxable currently, however.

GTW takes control of D&TSL

Grand Trunk Western has purchased for $1.9 million, Norfolk & Western's half interest in the Detroit & Toledo Shore Line. Since 1965, GTW and N&W have each held a 50% stock interest in D&TSL. When GTW got Interstate Commerce Commission permission to buy the Detroit, Toledo & Ironton, one of the Commission's requirements was for GTW to either buy or sell its half interest in D&TSL. It has now bought out the N&W ownership in D&TSL, which runs for 50 miles connecting Detroit, MI and Toledo, OH.

Track and signals must work together

What track conditions may indicate imminent or potential signal failure? What are the remedies? These questions were answered in the March 1981 issue of *Railway Track & Structures.* The answers should be of interest to signalmen.

Insulated joint is worst culprit, writes D. H. Thomsen, recently retired director signal engineering, Burlington Northern. Thomsen says:

In order of severity, insulated joints, track conditions in switches and track conditions, with regards to ballast, rail, joints, etc. offer the highest potential for signal failure. There is no doubt, track engineers despise insulated joints. The truth of the matter is that signal engineers have the same feeling, but consider them a necessary evil. Some of the problems with the insulated joints are the ties and ballast supporting the joint, rail wear and magnetism. The biggest problem is with the supporting elements for the joint, which, of course, requires good ties and a solid ballast foundation for them in order to keep the pumping of the joint to an absolute minimum.

Where armored type joints are used, and the ball of the rail is worn, wheel flanges will strike the armored head pieces and destroy them. Of course, this could be corrected by replacing rail, but an alternative is to eliminate the steel head pieces and utilize insulated pieces which have been developed that are made of a thickness

(Continued on page 37)

Bates' Commentary

Has the standard of living for working Americans reached the highest level they should expect?

Everything we read or hear in news reports indicates that a great many people have been convinced that this is the case. The trend began about a year ago, as well as I can remember, when I first noticed that the employees of an airline company had agreed to take a reduction or deferral of wages. The next industry was steel, then an auto parts factory, and then auto manufacturing.

The first in the railroad industry was the Milwaukee, and now a number of other railroads have jumped on the bandwagon and are saying that the employees must show a willingness to sacrifice and reduce their standard of living or the railroads will not seek Federal funds to rehabilitate and continue operation of the railroads. My reactions to these types of propositions simply question their integrity and the integrity of those who advance such notions. Each of the propositions say that the employees must make the sacrifice or the railroad will discontinue operation and the employee will be without employment. None of the propositions guarantee that the railroad will continue operation and that the employees will continue to be employed, regardless of how much the employee agrees to reduce his standard of living.

The latest proposition by Conrail, in a report to Congress, proposes that each employee should give up one week's vacation, two paid holidays and other concessions, which will realize a $200 million annual savings to Conrail in labor costs. Conrail's March 15, 1981 Congressional Report does not propose that the employees should be given absolute authority to require Conrail to adopt standards or other employee suggestions which would produce savings to Conrail. No mention is made of the $100,000 consultant retainer promised former Chairman Jordan.

Conrail does not propose that the employees being asked to reduce their standard of living to keep Conrail in operation would have authority to dispense with the costly contracts to outside parties by Conrail for the maintenance and repair to rolling stock and track structure. Neither does the report propose to restore the installation, maintenance and repair of the communications system to Conrail employees, as required by Agreement and remove the contract from AT&T, as practiced by Conrail in the immediate past.

The March 15 Conrail report proposes that Congress make clear, in a formal and binding way, such as legislation or through administrative action, the amount of the contributions which labor must make.

I am surprised they stopped short of insisting that all rail workers not in total agreement with Conrail's suggestions, be placed in chains and reduced to slavery.

This same theory was advanced by the railroad industry, and accepted by the Railway Labor organizations during the depression in the 1930's. In that case, after the unions agreed to take a drastic cut in wages and the remaining employees accepted a reduced work week, the railroad managements reduced forces, even though they had assured the unions that would not occur.

It has never been my policy to refuse to listen to any proposition, as I believe my responsibility is to make the best judgment possible in representing the best interests of our membership, and that surely cannot be done if every facet of every problem is not considered.

At this point in time I am not convinced that our members can tolerate a reduced standard of living. Neither am I convinced that our country is in an economic condition that requires that kind of sacrifice by the working people, while the rich continue in the business as usual category.

Tom Bates

Checking the voltage of a signal on the UP's Mainline between Ogden, Utah and Cheyenne, WY is Leo S. Weaver, signal maintainer and a member of Rock Springs Lodge 8.

UP signalmen at work

Our thanks to Union Pacific's INFO magazine staff for this interesting and informative article and pictures of two UP signal maintainers at work. They are Gale Christensen of American Lodge 111 and Leo Weaver of Rock Springs Lodge 8.

Fixing a rock slide fence is dangerous, since a rock or two might come tumbling down at any moment. It has to be done, however, if trains are to run along the cuts of Utah's Wasatch Mountains.

Climbing 50-foot junction poles along the rims of these red-rock mountains in a sleet storm is equally dangerous, especially when the height often must be negotiated only with climbing hooks and belt. At the top, 2,400 volts might be bristling through the line. But downed or disconnected wires or broken insulators must be repaired if the trains are to run safely and on time.

Unusual circumstances? No, just part of the job Signal Maintainer Leo Weaver has been doing along a Wasatch Range pass connecting Ogden in northeastern Utah to Evanston in southwestern Wyoming.

For seven years, Weaver and his wife, Leona, have been living in one of Emory, Utah's two homes along-side steep hills guarding the pass.

Weaver's 61st birthday has passed, yet he climbs signal masts regularly to check for burnt-out bulbs and proper voltages. He keeps the lenses shiny, too. One sun-filled day last June, with the red cliffs behind him, Weaver climbed a 35-foot bridge signal. It was a quick trip up a narrow ladder. Then he straddled steel braces holding a color light signal over two Automatic Block Signal (ABS) controlled tracks, opened the metal door and started his work.

Is it getting harder for Weaver, who is nearing retirement, to climb those poles? *"It's okay,"* Weaver replied as he got the proper reading on his voltage meter high above the ground. There was a pause, then he looked up from his work with a smile and said, *"But it's getting steeper."*

Later, Weaver bent over an opened switch circuit controller box to check points for proper gauge. They must stay in the correct position to ensure the proper alignment of switch points.

Still later, Weaver stood before an instrument box loaded with relays, batteries and other equipment. He looked at blueprints to check a new circuit. *"The outdated ones are in red and the new ones are marked in yellow — that's how you tell,"* he explained.

In the afternoon, Weaver was off to check on his Assistant Signal Maintainer Frank Little, Local 111, who was installing underground cable and other signal connections. A 20-mile drive brought Weaver to a curve where Little was following a gang laying the new, tougher rail being tried on some curves this year. The construction was a couple hundred yards from two tunnels where the main lines cross not far west of Evanston to provide a grade advantage for eastbound trains.

One thing is sure about Weaver's job. It gives him plenty of exercise. Climbing strengthens arm and leg muscles. Drilling holes in rail for bonding signal connections toughens the arms. Walking three miles or so a day inspecting rail for damage is good for the legs.

There's another sure thing about the job. It is filled with variety.

"Nothing ever seems to be quite the same," said Weaver, resting a thumb in his bib overalls. *"It's kind of a challenge, too. You never know when you are going out in a snowstorm or whatever."*

A little more wryly, Weaver added, *"What's fun is the middle of the night in a snowstorm trying to read these blueprints. Wind is blowing and snow is up to your rear. It can be kind of difficult sometimes. You have a general idea, but you might have to follow it through with the print."*

A signalman has been described as a composite mechanic consisting of 21 trades, such as carpenter, pole climber, pipefitter and you-fill-in-the-rest. *"He's kind of a jack of all trades,"* said Emil Krause, general signal engineer, who's in charge of Union Pacific's signal system everywhere.

A signal maintainer must know how to check all signal relays to be sure they work. One instrument house alone can contain several hundred relays. He must be familiar with several types of batteries and

keep them fully charged for emergencies, in case conventional power fails. Some must maintain hot box detectors. There are the signal lights, rock slide fences, pole lines, junction boxes, indicators and a lot more.

A signal maintainer must be familiar with certain Federal Railroad Administration (FRA) rules so he can conduct the proper tests and complete the proper reports.

"There are many standards besides the book of rules which he must understand and possess," Krause said, *"such as the electrical rules, radio procedure rules, other FRA rules, standards for installing and maintaining signals, use of various types of meters, bonding drills, and so on."*

There's more. *"They must, of course, be familiar with first aid, not only for themselves but for fellow employes, railroad property trespassers and highway travelers,"* Krause said. *"We've actually had them* (signal maintainers) *on grade crossings where they got the people out of the car before the train hit the auto. There are a lot of unsung heroes."*

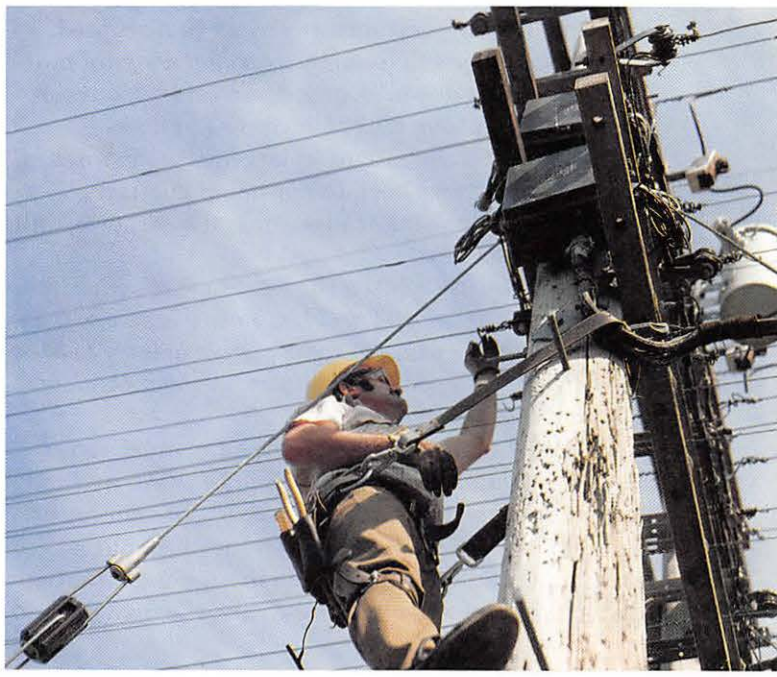
Each year, Weaver watches over hundreds of pieces of equipment along the 25 miles of double-track ABS territory he maintains. It's all heavy rail with plenty of curves and an extra 2.9 miles of bonded side track besides the main line.

In these 25 miles of scenic country, Weaver has 41 signals, 52 hand switches, four spring switches, eight highway crossing flashing units, two hot box detectors, several miles of pole line, eight carrier circuit channels, 380 insulated joints and 5,700 feet of rock slide fence.

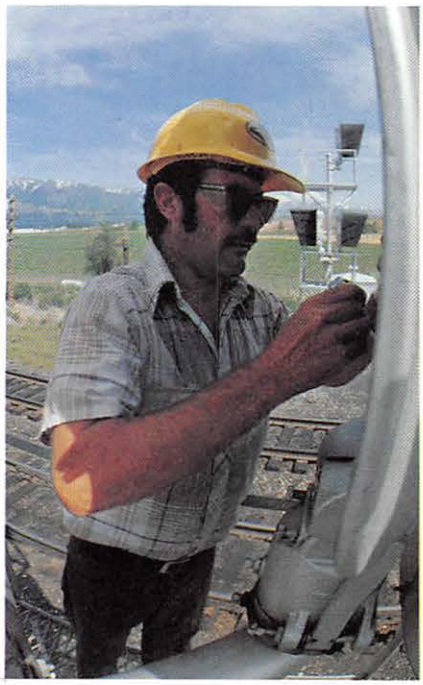
Relays, batteries and rectifiers for all of the signals are located in instrument cases along the way. *"They are designed to operate in temperatures down to 40 below and up to 130 above,"* said Krause. *"We expect that the maintainer will endure those same climatic changes."*

That's one kind of territory, governed by ABS. Another, a mixed bag of both single-track ABS and double-track CTC (centralized traffic control), is maintained by Gale Christensen, descendant of pioneers who settled Utah in the 19th Century.

Although Christensen's territory isn't as long as Weaver's, that doesn't mean there's less work. Christensen has 75 signals, almost twice as many as Weaver, and five times as many grade crossing warning systems, plus more insulated joints. He has a lot of train predictors, used in connection with grade crossings, plus switch heaters and a machine that



Working on the signal pole line is Gales Christensen, signal maintainer, for UP near Ogden, UT. He is a member of American Lodge 111.



Checking signals is one of many chores for Signal Maintainer Christensen.

keeps a written record of every signal function, second by second.

Like Weaver, Christensen walks the track looking for trouble. *"You could have a bond* (bronze cable that carries signal from one rail to the next) *loose or a piece of wiring across the track that shorts signals. It could be several things."*

So once that half-volt pouring through the steel rail quits flowing, certain signals can be disrupted. *"The dispatcher will automatically get a signal that a track relay is down,"* Christensen said. *"However, finding the problem isn't that easy sometimes."*

He has found such items as large rocks in switches so they won't move back to normal. Sometimes, objects from a passing train — or bad weather — will knock out a signal.

Mother Nature is often the least of Christensen's problems. *"The biggest problem I have here are the signal gates,"* he said. *"A lot of people will try to beat the gate and it'll come right down on them. And, of course, that breaks my gate."*

That's a problem, but it can be dangerous, too. *"We had a maintainer who was hit and carried 150 feet on the hood of a car, then fell off. The car never did stop,"* said Krause. This man survived, but a maintainer for another railroad in a similar situation didn't. After he was hit, Krause said, the man died.

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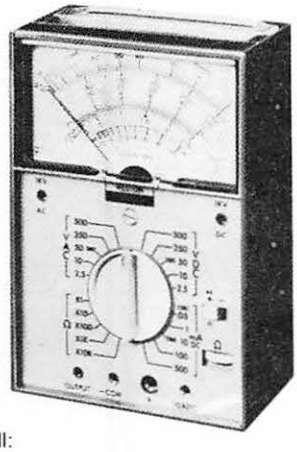

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"You might say a lot of the work in this area is regrettable," Krause said, *"because of vandalism — everything from young people throwing rocks on up to adults with rifles. We've even had them paint red signal units green."*

Signal damage can be dangerous for trainmen and cause serious train delays, said Krause. *"Vandalism is far-reaching, not only dollarwise but because of the effect on safety and train delays."*

Christensen recalled an incident involving teenagers. *"I got called out one time and found these kids had a bunch of lawnmowers on the track. Ordinary maintenance I call it. I spend — in the springtime when they get out of school — maybe four hours a week fixing because of them.*

"It isn't only the kids — it's the adults. Adults take their shotguns and shoot out the insulators, not the birds."

Christensen trained as a signal helper, assists in the installing of signals and making repairs. *"You just kind of learned as you go along. Trained on the job."* He moved up to assistant signalman, then signalman and finally was promoted to signal maintainer in 1969. Now Union Pacific has the best signal school in the country.

One of Christensen's interesting pieces of equipment is a train predictor used in connection with grade crossing warning signals. *"That's just what it does — predicts,"* he said. *"It's always watching. As soon as the train comes to a certain location, it predicts the speed, etc. If the train is coming at 60 m.p.h. and slows down to 50, it adjusts."*

He likes CTC for maintenance purposes, even though it involves more equipment than ABS. *"CTC is all new* (it was installed in his territory in 1971). *That's just like buying a new car; you don't have much trouble with it."*

Manmade dangers are ever present. *"I've been over at West Bridge Junction and the hobos came up out of the weeds and approached me and scared me although not so much in recent years,"* Christensen said.

Many maintainers live in isolated areas such as Emory, Weaver's residence. *"Many are even away from the conveniences of small towns."*

Does that bother Weaver?

"My wife and I love it. It's the best job I've ever had on the railroad. I like the mountains. I was born and raised in the hills. I like the environment."

It's not hard to understand, when you realize that Weaver can look out a window in his home and see 35 deer on the hills above. It happened recently.

When you move, notify Grand Lodge of your new address.

Signalmen serve supplemental sickness notice on carriers

In concert with other railway unions, the Brotherhood of Railroad Signalmen has served a Section 6 Notice on the nation's railroads seeking improvements in the current Supplemental Sickness Agreement. The document served on the railroads is reproduced below:

SUPPLEMENTAL SICKNESS BENEFIT AGREEMENT AS REVISED EFFECTIVE JULY 1, 1981

THIS AGREEMENT, made this _____ day of _____, _____ by and between the participating Carriers listed in Exhibit A, attached hereto and hereby made a part of hereof, and represented by the National Carriers' Conference Committee, and the employees of such Carriers shown thereon and represented by the Brotherhood of Railroad Signalmen, witnesseth:

IT IS AGREED:

1. **Revision of Supplemental Sickness Benefit Plan.** Effective July 1, 1981, the Supplemental Sickness Benefit Plan (hereinafter referred to as this Plan) established by the Supplemental Sickness Benefit Agreement of May 9, 1973 as revised effective January 1, 1979, is further revised with respect to employees subject to this Agreement as set forth in the paragraphs which follow.

2. **Eligibility for Benefits: Eligible Employees, Insured Employees, Qualified Employees**

(a) **Eligible Employees.** Subject to the provisions of Paragraph 3, benefits will be provided employees under this Plan if, as the result of an accidental bodily injury which occurred or a sickness which commenced while the employee was insured, the employee is disabled to the extent that he is unable to perform the duties of any job available to him in his craft, or, if there is no job available to him in his craft, to the extent that he is unable to perform the duties of the last job on which he worked prior to commencement of the disability. Employees eligible for benefits under this Plan are designated "Eligible Employees".

(b) **Insured Employees.** A qualified employee will be insured each month which follows a month in which he rendered compensated service for a participating railroad under the coverage of a schedule Agreement held by the Brotherhood of Railroad Signalmen, or took vacation with pay for which he had qualified under a schedule agreement held by the Brotherhood of Railroad Signalmen. A qualified employee previously insured who ceased to be insured because of disability (as defined in Paragraph 2(a)), furlough, leave of absence or discharge, and who returns to work for the same railroad, or who commences work for another railroad at the direction of the management of his home road or by virtue of his seniority on his home road or under the provisions of a protective Agreement, a statute, or an order of a regulatory authority within twelve calendar months after his insurance had terminated, shall again become insured on the day on which he again renders compensated service under the coverage of a schedule Agreement held by the Brotherhood of Railroad Signalmen, and his insurance shall continue for the remainder of that calendar month. An employee who while insured leaves the service of one railroad, and without missing more than one week of work returns to work for another railroad on which he is already a qualified employee, will continue to be insured for the remainder of that calendar month. A qualified employee who has ceased to render compensated service may continue to be insured if the participating railroad by which he is employed is obligated to provide him continued benefits under compensation maintenance provisions of an Agreement, a statute, or an order of a regulatory authority and makes premium payments under the applicable insurance contract in the same manner as if the employee had rendered compensated service.

NOTE: The term "insured" in this Paragraph 2 does not necessarily imply coverage by a contract of insurance as referred to in Paragraph 7.

(c) **Qualified Employees.** A qualified employee is one who —

(i) has completed 30 days of continuous employment relationship with the same participating railroad, in a capacity in which he has been represented by the Brotherhood of Railroad Signalmen and covered by its schedule Agreement, and

(ii) has completed the requirements to be a "Qualified Employee" as that term is used in Section 3 of the Railroad Unemployment Insurance Act, reading as follows:

"An employee shall be a 'qualified employee' if the Board finds that his compensation will have been not less than $1,000 with respect to the base year, and, if such employee has had no compensation prior to

such year, that he will have had compensation with respect to each of not less than five months in such year."

The term "base year" means the completed calendar year immediately preceding the beginning of a benefit year. The term "benefit year" means for purposes of the above definition the twelve-month period beginning July 1 of any year and ending June 30 of the next year. In arriving at the $1,000, only the first $400 of compensation in any month is counted. If the Act should be amended so as to change the definition of "qualified employee" or the associated elements mentioned above during the life of this Agreement, this Paragraph 2(c) will be regarded as amended in conformity with the Act.

An employee will become a qualified employee the first day of the calendar month after he fulfills both such conditions. The requirement of Subparagraph (c) (i) will be waived with respect to an insured employee who is furloughed and while insured commences work for another participating railroad.

3. **Exclusions and Limitations.** No benefits will be provided under this Plan —

(a) for a longer period, with respect to any disability, than thirty-six months. Continuing or successive periods of disability will be considered as the same disability unless separated by return to work on a full-time basis for a period of 30 calendar days or more, or unless due to entirely unrelated causes and separated by return to work on at least one day. If benefits are denied in accordance with Subparagraph (h) below because the employee received vacation pay during his disability, the thirty-six month period specified above shall be extended by the period during which benefits were denied for that reason;

(b) for any disability for which the employee is not treated by a duly qualified physician or surgeon, as certified by the physician or surgeon pursuant to Paragraph 8;

(c) for any day on which the employee performs work for "subsidiary remuneration" as defined in the Railroad Unemployment Insurance Act;

(d) for any disability commencing after the employee had commenced work on a regular or permanent basis for the participating railroad on a position other than a position coming under a schedule Agreement held by the Brotherhood of Railroad Signalmen, unless the last position on which he rendered service prior to the disability was a position coming under a schedule Agreement held by the Brotherhood of Railroad Signalmen;

(e) for any intentionally self-inflicted disability;

(f) for disability to which the contributing cause was the commission or attempted commission by the employee of an assault, battery or felony;

(g) for disability due to war or act of war, whether war is declared or not, insurrection or rebellion, or due to participating in a riot or civil commotion;

(h) subject to the provisions of Paragraph 5(a), for any period during which an employee eligible to receive sickness benefits under the Railroad Unemployment Insurance Act is denied such benefits for any reason. However, the employee will be eligible for benefits under this plan for the first four days not covered under RUIA;

(i) for any disability commencing after the employee's employment relationship has terminated, except as provided in the next to the last sentence of Paragraph 2(b).

4. **Benefits**

(a) Subject to the provisions of this Agreement, effective July 1, 1981, for periods of disability commencing after July 1, 1978, the monthly benefit payable under this Plan for employees eligible to receive sickness benefits under the Railroad Unemployment Insurance Act will be an amount which would equal the difference between such RUIA sickness benefits and eighty percent (80%) of the earnings for the position held at the time disability occurred, adjusted to include subsequent wage increases.

(b) Subject to the provisions of this Agreement, effective July 1, 1981, for periods of disability commencing after July 1, 1978, the monthly benefit payable under this Plan for employees who have exhausted RUIA sickness benefits will be an amount which would equal eighty percent (80%) of the earnings for the position held at the time disability occurred, adjusted to include subsequent wage increases.

5. **Offsets**

(a) **Benefits Provided under Laws.** In any case in which an eligible employee who is not eligible for sickness benefits under the Railroad Unemployment Insurance Act receives annuity payments under the Railroad Retirement Act, or insurance benefits under Title II of the Social Security Act, or unemployment, maternity or sickness benefits under an unemployment, maternity or sickness compensation law, or any other social insurance payments under any law, the benefit which would otherwise be payable to him under this Plan will be reduced to the extent that the sum of such payments or benefits in a month plus the monthly benefit payable under this Plan will not exceed the amount shown in Paragraph 4. In keeping with Paragraph 3(h), in any case in which an eligible employee who is eligible for sickness benefits under the Railroad Unemployment Insurance Act does not receive such benefits because of the operation of Section 4 (a-1) (ii) of such Act, the benefit which would otherwise be payable to him under this Plan will be reduced to the extent that the

sum of the monthly payments or benefits referred to in such Section 4(a-1) (ii) plus the monthly benefit payable under this Plan will not exceed the amount shown in Paragraph 4. In any case of retroactive award of annuity payments or pensions under the Railroad Retirement Act or insurance benefits under Title II of the Social Security Act, or unemployment, maternity or sickness benefits under an unemployment, maternity or sickness compensation law, or other social insurance payments under any law, the insuring agent may recover from the employee the excess of benefits paid under this Plan over the benefits which would have been payable under this paragraph if the retroactively awarded payments, pensions or benefits had been in effect from their retroactive effective dates.

(b) **Benefits Provided under Other Private Plans.** In any case in which an eligible employee is eligible also for benefits under any plan, fund or other arrangement, by whatever name called, toward the cost of which any employer shall have contributed, including but not limited to any group life policy providing installment payments in event of permanent total disability, any group annuity contract, any pension or retirement annuity plan, or any group policy of accident and health insurance (other than an insurance policy insuring this supplemental sickness benefit plan as referred to in Paragraph 7) providing benefits for loss of time from employment because of disability, his benefit under this Plan shall be reduced to the extent that the sum of the benefit for which he is so eligible in a month, plus 21.75 times the daily sickness benefit payable to him under the Railroad Unemployment Insurance Act, plus the monthly benefit payable to him under this Plan, will not exceed the amount shown in Paragraph 4.

(c) **Off Track Vehicle Accident Benefits.** The benefit payable under this Plan for an employee who has been injured in an off-track vehicle accident covered under Article IV of the Agreement of April 21, 1969, as amended, or similar provisions, will be reduced by the amount of any payment for time lost which such employee may receive under Paragraph (b) (3) of such Article IV or under provisions similar thereto.

6. **Liability Cases.** In case of a disability for which the employee may have a right of recovery against the employing railroad, benefits will be paid under this Plan pending final resolution of the matter so that the employee will not be exclusively dependent upon his sickness benefits under the Railroad Unemployment Insurance Act. However, the parties hereto do not intend that benefits under this Plan will duplicate, in whole or in part, any amount recovered for loss of wages from the employing railroad, and they intend that benefits paid under this Plan will satisfy any right of recovery for loss of wages against the employing railroad to the extent of the benefits so paid. Accordingly, benefits paid under this Plan will be offset against any right of recovery for loss of wages the employee may have against the employing railroad. For purposes of this paragraph, a recovery which does not specify the matters covered thereby shall be deemed to include a recovery for loss of wages to the extent of any actual wage loss due to the disability involved.

7. **Provision of Benefits.**

(a) The National Carriers' Conference Committee and the Brotherhood of Railroad Signalmen will jointly select insurance companies which will be invited to submit proposals to insure the Signalmen's Supplemental Sickness Benefit Plan written in keeping with the provisions set forth in this Agreement. The insurer which submits the most favorable proposal will be selected as the insurer of the national insurance contract. The National Carriers' Conference Committee in consultation with the Brotherhood of Railroad Signalmen will then work out the details of the national insurance contract, which will be issued to the participating railroads as policyholders.

(b) Such insurance contract may cover, in addition to employees parties to this Agreement, other railroad signal employees who are employed by railroads parties to this Agreement or by other railroads, whether or not such employees are represented by the Brotherhood of Railroad Signalmen, and may cover General Chairmen or other full-time representatives of signal employees, provided that there will be no difference between the benefits, premium rates and payment obligations applicable to or with respect to such employees and General Chairmen and the benefits, premium rates and payment obligations applicable to or with respect to employees covered by this Agreement, except that as to such General Chairmen and full-time representatives the payment obligations will be met by the individuals involved who will make their remittances through the Brotherhood of Railroad Signalmen.

(c) It is agreed, and the insurance contract will provide, that the insurer of the national insurance contract will provide the benefits herein provided for under the conditions herein set forth from July 1, 1981, and thereafter as provided in Paragraph 11; that the insurer will furnish financial data, statistical and actuarial reports, and claim experience information to the Brotherhood of Railroad Signalmen in the same detail and at the same time that it furnishes such data to the policyholder railroads, and that any dividends or retroactive rate refunds will be paid into the fund established pursuant to the next following paragraph.

(d) The National Carriers' Conference Committee will establish a fund, to be held by the insurer, to which will be credited any dividends or retroactive rate refunds under the national insurance contract and interest on the amount in the fund. Withdrawals may be made from such fund during the period of this Agreement to supplement payment by participating railroads with respect to compensated service rendered during such period. Withdrawals may thereafter be made from such fund only to provide supplemental sickness benefits unless otherwise agreed to.

(e) Benefits at the rates provided by this Plan will become effective July 1, 1981, for qualified employees under this and the previous Plan, as specified in Paragraph 2 above and in the previous Agreement, regardless of whether on July 1, 1981, they are receiving benefits as a result of disability or whether such benefits were exhausted under the previous Plan.

(f) The first premium payment under the national insurance contract will be made in relation to covered employees who will have rendered compensated service in July 1981, and will be payable as of August 15, 1981. A premium payment will be made for each calendar month thereafter during the effectiveness of the insurance contract in relation to covered employees who will have rendered compensated service in the calendar month involved; each payment will be payable by the 15th of the following calendar month. A grace period of 31 days is to be provided for the payment of every premium after the first. The amounts to be paid by the participating railroads will be at such rates as, when supplemented by withdrawals from the fund as provided under Paragraph 7 (d) above, will equal the premium rates charged by the insurer. A one-time payment will be withdrawn from the fund established under Paragraph 7(d) above to provide a premium payment necessary to provide improved benefits for employees on disability as of June 30, 1981.

(g) All employees covered by schedule Agreements held by the Brotherhood of Railroad Signalmen who rendered any compensated service in the calendar month involved will be counted in determining the number of covered employees with respect to whom premium payments are made, except that no employee will be counted if he is counted by another railroad in determining the number of its covered employees with respect to whom it is making premium payments. A list of employees for whom premium has been paid will be furnished by the railroads, parties to the Agreement, to the insurer and the Brotherhood of Railroad Signalmen at the time such premium payments are made.

(h) The insurance contract will provide that, if the benefits are reduced as the result of an increase in Railroad Unemployment Insurance Act sickness benefits, there will be an appropriate adjustment in premium rates with the new premium rates to be developed in the light of experience under the insurance contract and actuarial estimates of future experience, making appropriate allowance for cost of administration.

(i) The national insurance contract will be placed on a minimum premium basis similar to the one governing Group Policy Contract GA-23000 of The Travelers Insurance Company pursuant to understanding entered into in connection with the 1978 Health and Welfare negotiations, as follows:

"Agreement in principle to adoption of a premium-plus account approach to funding GA-23000, provided that further thorough exploration confirms the advice given us jointly by Travelers that the interests of the Policyholder will not be adversely affected."

8. **Evidence of Disability.** Evidence of disability will automatically be satisfied for eligible employees under this plan who meet the eligibility requirements for sickness benefits under RUIA. The continuation of benefits under this plan to eligible employees beyond the RUIA period are subject to presentation of satisfactory evidence of disability and of the continuation thereof. The insuring agent will furnish appropriate forms on which the employee may furnish notice of disability, including information necessary to establish his eligibility for benefits and information pertinent to the amount of benefits due him and any applicable exclusions, limitations and offsets, and forms on which the physician or surgeon treating him may furnish evidence of the date of commencement, nature, extent and probable duration of the disability, and may require completion of such forms or statements covering the same matters within 90 days after the commencement of a disability, provided that failure to furnish completed forms or statements within that time shall not invalidate or reduce any claim if it was not reasonably possible to furnish such completed forms or statements within that time and such completed forms or statements are furnished as soon as reasonably possible; the 90 days will be extended as necessary to comply with applicable State law. The insuring agent may make such investigations as it deems necessary, including examination of the person of the employee when, so often as, and to the extent that such examination is necessary to the investigation of an employee's claim. Except as delays may be caused by investigation of individual claims, benefits under this Plan will be paid not less frequently than once every month.

9. **Disputes.** (See detailed Memorandum Agreement dated November 29, 1973).

10. **Effect of this Agreement.** This Agreement is in settlement of the dispute growing out of Notices served on the Carriers listed in Exhibit A on or about April 2, 1981.

11. **Duration.** The Supplemental Sickness Benefit Plan as revised hereby will continue in effect without change until December 31, 1983, and thereafter except as it may be modified or terminated pursuant to the provisions of the Railway Labor Act.

SIGNED AT WASHINGTON, D.C., THIS _____ DAY OF _____

BROTHERHOOD OF RAILROAD SIGNALMEN:
President and Officers

NATIONAL CARRIERS' CONFERENCE COMMITTEE:

Chairman

THAT'S A FACT
EXTRA! EXTRA!
BARNEY FLAHERTY, TEN YEARS OF AGE, WAS THIS COUNTRY'S FIRST NEWSBOY. THE YEAR WAS 1883 AND THE NEWSPAPER WAS THE N.Y. SUN.
NEW YORK SUN
SUN
NO REGRETS!
YOU WON'T HAVE TO BLAME YOURSELF FOR NOT SAVING FOR THE FUTURE IF YOU BUY U.S. SAVINGS BONDS VIA THE PAYROLL SAVINGS PLAN. WHEN YOU SIGN UP A LITTLE IS SET ASIDE FROM EACH PAYCHECK... AND BEFORE TOO LONG YOU'VE ACCUMULATED A TIDY NEST EGG!
ROCKY ROAD
UP TO 1625, THERE WERE NO PAVED ROADS IN AMERICA. IN THAT YEAR THE FIRST PAVED HIGHWAY WAS BUILT IN PEMAQUID, MAINE. IT CONSISTED OF STONES, ROCKS AND COBBLESTONES.

8%

U.S. Savings Bonds Increase Interest Rates

And Shorten Maturity Period.

Here's some good news for those already holding, or about to purchase U.S. Savings Bonds.

The Treasury has announced that effective Nov. 1, 1980, all Series EE Bonds will earn 8% interest if held for 9 years.

Intermediate yields will also rise from 4½% to 5½% after one year and to 7½% after five years.

All outstanding Savings Bonds will also benefit from a 1% increase to their next maturity.

U.S. Savings Bonds are now growing bigger, faster. So they're an even better way to save than they have been over the years.

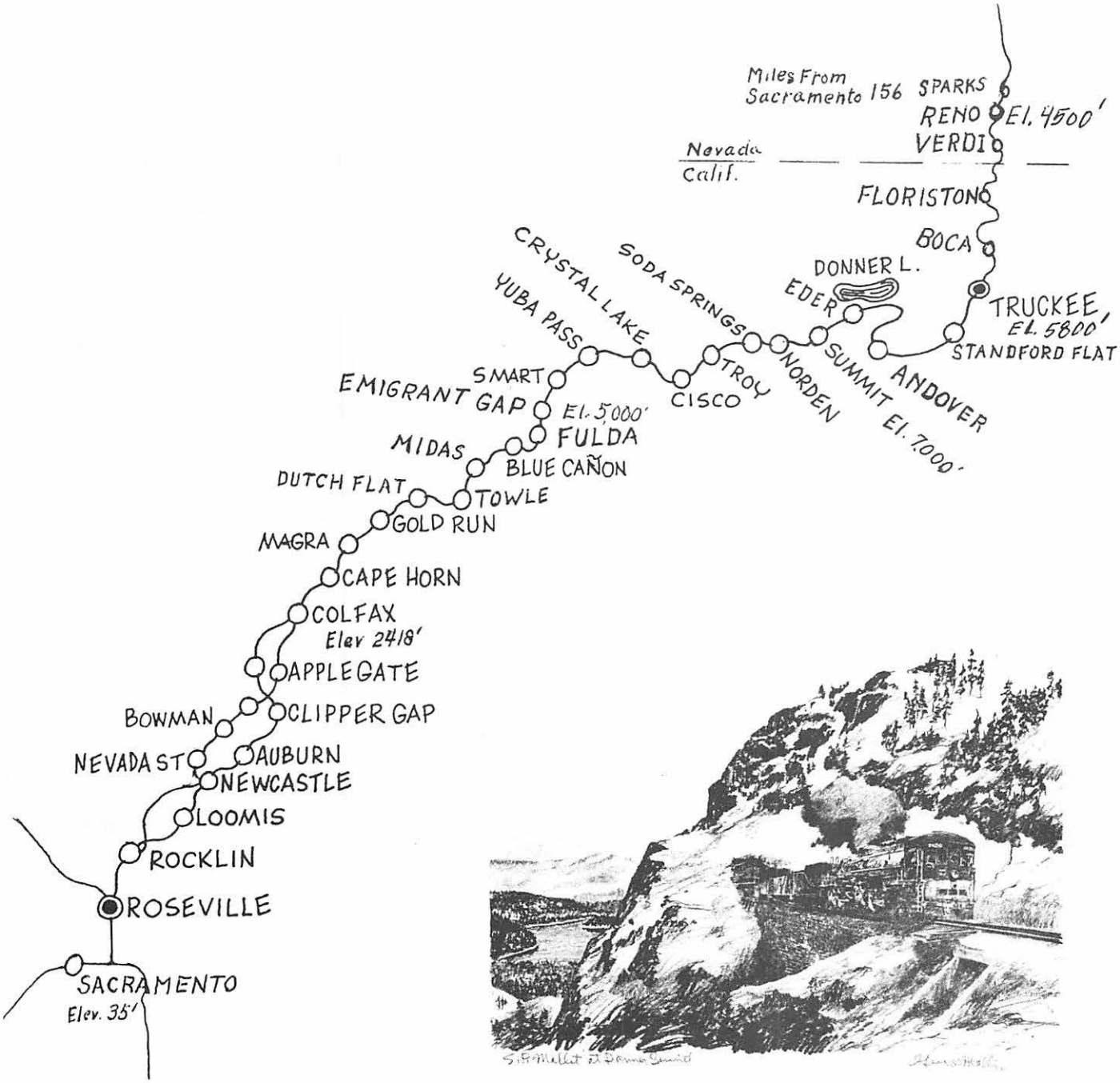
They're still safe, still guaranteed, still easy to buy through the Payroll Savings Plan. But now the interest rate has been improved.

And the maturity is shortened so that you reach that full 8% a lot quicker.

Take another look at Bonds. As a saving instrument. At the tax benefits. At the new interest rates. The shortened maturity. Bonds do make sense. For you and for your country.

Take stock in America.

UNITED STATES SAVINGS BONDS



Signal maintainers on the Donner Summit section in 1952 were: Arthur Sommers at Towle, Henry Hutmacher at Emigrant Gap, Robert Des Carlo at Cisco, Otis Birchfield and Ronald Maury at Norden, and Willis Johnson at Truckee.

The Year of the Blue Snow

By **Bill Fisher**
Retired Signal Foreman
Southern Pacific

Editor's Note: The following interesting story is a true one relating the experiences of Signal Foreman Bill Fisher, a member of Sacramento Lodge 179.

CALIFORNIA is the land of sunshine, orange blossoms and Hollywood! It also has the deepest snowfall in the continental 48 States. The fellows who were on Southern Pacific Signal Gang 4 in 1952 can prove it.

When Nature formed this western slope of what is now USA she seems to have tried some new ideas. The coast line from British Columbia clear down to San Diego is beautiful, warmed by balmy winds off the docile Pacific Ocean. Inland, the great Central Valley with sandy soil and dry summer temperatures over a 100° is ideal for thousands of acres of grapes, fruit trees, cotton, wheat and rice. A little farther east along 500 north-south miles of foothills, living is almost ideal. Sure, it gets dry in summer with grass fires sometimes, a drought year once in a while, but it never snows or gets below freezing in winter.

1. SP train #101, City of San Francisco, snowbound at Yuba Pass on January 13, 1952. About 280 people were on the train.

But then Mom Nature must have thought this was all too easy, so she created a mountain chain that extends a 1,000 miles north and south a couple of hundred miles inland from that beautiful coastline. Known as the Sierra Nevada in California (Spanish for 'snowy mountain range') and the Cascades up into Oregon and Washington, it is the hardest, damnedest, most frustrating barrier of solid granite . . . with the most unpredictable weather of any place in the country. Actually, it is a secondary phase of an upheaval that formed the Rockies in pre-historic times.

This high barrier blocks the prevailing moisture-laden winds off the Pacific, pushing them to higher elevations where the moisture freezes and falls as snow. More snow than you would believe! Records show that around 1914-1915 it was near 40 ft. But there is no predictable pattern. Some years the snowfall at the summit is no more than 6 ft.

The Donner Party, an emigrant train of covered wagons, was the first to learn this lesson. They arrived at the eastern slope in late Fall and were caught by a record snowfall in October before they could cross the summit. There hasn't been a winter since when it snowed that much in October.

The Central Pacific was next to learn about those Sierra winters. The first couple of years after Chinese laborers pushed track through those granite mountains to finally connect with the Union Pacific in Utah, they found their railroad buried in snow. So the CP (now Southern Pacific) began building wood snowsheds, first of logs, then heavy sawed timbers from Oregon . . . 40 miles of 'railroading in a barn'. Sidings and

2. We first headed for the spots that were already in trouble.

3. Assistant Signal Foreman Jack Frye takes a breather at Sugar Bowl crossing, Norden. Double track snowsheds in the background.

stations were close together because of the heavy traffic and slow speeds. Operation was by Staff Block system.

The snowsheds did the job in winter. The year 1890 was a bad one. One snowplow train barely made it from Truckee to the beginning of sheds at Andover. On the other side of the Hill several trains stalled and derailed before they could reach the sheds at Blue Canyon. In 1911, a passenger train was snowbound at Shady Run, elevation 4,000 ft. several miles before the sheds began. Dog teams were used to carry fuel and food to the passengers. But once into the sheds there were few problems except for times when avalanches wiped out a section and blocked the track.

But in summer the wooden structures were a major fire hazard. Long, warm summer months without rain made them tinder-dry and disastrous fires could start from hot brakes. Many occurred, wiping out a mile or so of sheds and track. The SP kept four special fire-fighting trains on 24-hour duty, and installed an elaborate system of alarm boxes through those 40 miles. They even established a look-out station high atop Red Mountain with a telephone line running up to it, cared for by the Cisco maintainer on horseback.

The railroad had begun double-tracking this route by 1915 and in the 1920s tackled the toughest part of the Hill. Widening the cuts and driving new tunnels took several years and they ended up with 43 tunnels, one of them two miles long. Most of the old Block stations were closed and center sidings created at Emigrant Gap, Crystal Lake, and Troy. But what about

4. SP Signal Gang # 4 tackles a section of buried pole line at Troy, MP 185.0, January 1952.

5. One more of several hundred broken crossarms.

the snowsheds?

With improvements in rotary snowplows and the help of flangers and spreaders, the company decided they could keep the line open without rebuilding all of those expensive, fire-vulnerable, double-track structures. The original 40 miles of sheds were reduced to less than ten. A short section at Emigrant Gap covered the interlocking there. Three-track sheds were built over the center sidings at Crystal Lake and Troy. At Norden Interlocking all the four tracks, turntable, and tower were under sheds. East of the summit, sheds still covered the Eder and Andover crossovers and formed a solid tunnel through an avalanche area between tunnels #6 and #12. But this left many miles of track exposed to the elements; cuts that could drift in solid, points where slides could cover the track. Mother Nature was watching.

Two pole lines follow the tracks over Donner Summit. The Western Union, first on the scene, had built along the steep mountainside above the track and were forever plagued with slides and slip-outs. Their line carried the SP dispatcher and through phone circuits as well as their own stuff. The Signal Department had chosen to build below the track some of the way. There they were protected from slides by the snowsheds. But when so much of the sheds were removed these sections became exposed to snow poured out by the rotaries.

The signal line carried 2300 volt ac, three wires on the top arm, supplying power to all section houses and signal bridges from

6. The supporting messenger wire is broken and all-important 19-conductor signal cable is damaged.

7. A gang member illustrates the snow depth.

8. Twelve feet down to the signal cable. Assistant Signalman "Steve" Stevens, bottom, and Signalmen "Tucker" McCullough and Bob Lewis illustrate snow depth.

9. Repairing drop cable pulled loose from signal mast.

Andover to Emigrant Gap, plus the interlocking at Norden and the Gap. Four feet below was a block telephone pair and two wires for the alarm circuit, then the all-important 19-conductor signal cable. Both tracks were signaled for either direction running, controlled by the operators at Norden and the Gap, and included an automatic train-stop at each signal.

As Emigrant Gap maintainer for nine years, I was well

10. Assistant Signal Supervisor Wesley Schomberg, a capable mountain man. The tunnels were hazardous for motorcar operation; lined with glaze ice and always the chance of large fallen icicles lying in the track.

acquainted with snow problems and Mother Nature's whims. In wintertime most of my trouble was from the rotaries, as they threw hard-packed snow into the pole line, wrapping the wires, kicking loose floaters and knocking open transformer disconnects. Snowshoes were standard equipment for several months each year! Luckily, during the heavy traffic years of World War II the storms, snow depths and trouble were no more than average, but 1947 saw 9 ft. at the Gap. By 1950 I was getting tired of snow and a chance came to bid out. I moved the family to a lower elevation and took a job as foreman of a small gang in the Sacramento Valley, down in the 'banana belt'. Though I could get home only week-ends I was finally off the Hill. Ha! Mother Nature was saying.

Winter started early in 1951. In the Valley, rain and flooding was a nuisance while news reports told of early snows in the mountains, trains running hours late. By December the snow depth was more than the season total of an average year! Mom Nature had issued her warning. As 1952 began, she really cut loose with a series of driving snowstorms.

On January 13th the westbound City of San Francisco #101 plowed into a slide at Yuba Pass and stalled. The story of getting the passengers out three days later is well documented. I recommend the book SNOWPLOW, by Gerald Best, at your library.

The word went out: Signal Gangs 4 & 6, Megger gang, bonding outfit, some men from the shop, "Move up on the Hill. . ." So I was going back.

11. In March another storm buried everything again. First job was to get the 2300 volt power working as soon as possible. Assistant Signalmen "Hilt" Hilton and Veryl Wortell find one end of a broken wire but where is the other end?

12. Thirty-seven feet of snow after another storm hit in March. Left to right, Assistant Signalman Veryl Wortell, Signalmen Harold Feathers, "Tucker" McCullough and Bob Lewis trace the pole line.

Leaving one assistant signalman to accompany the outfit cars, we loaded snowshovels, line gear, warm clothing into our automobiles and headed for Colfax. There was 4 ft of snow in a town that seldom sees any at 2500 ft elevation. We picked up a truck, a supply of snowshoes, more men, and started up the mountain. At the Gap we bivouaced at a snowbound motel, along with Nolan Marion's Gang 6 plus the Megger crew, and then assessed the situation.

Everybody had trouble. The maintainers at Towle, the Gap, Cisco, Norden and Truckee all had red signals, power off, wires buried. For a week or so we hit the trouble spots first, Nolan using his gang motorcar when he could, while we moved by truck to points along the highway from where we could snowshoe to the railroad. The highway department was plowing their way up the mountain and we followed them. East of the summit snow depths on US 40 kept that section closed for three months.

Then a sunny day came along, and in California that means warm temperatures and glaring bright days — with the danger of snowblindness. I had to make sure every man had sunglasses in his pocket. The rotaries and spreaders would be out, so soon the track at least would be clear. I headed down the hill with a couple of men to get our motorcar from the

13. Center, Signal Foreman Bill Fisher with unidentified man behind him. Assistant Signalmen Veryl Wortell, at right, and Roy Logan atop the snowbank at Signal 188.0. Logan is now signal maintainer at Verdi, Nevada.

15. "She's broken off right at the ground," Assistant Signalman Stan Crawford is announcing to Bill Reese, who is passing snow up to two more gang members who are out of the picture.

outfit, now spotted at Colfax.

Ed, our assistant signalman had everything under control and was glad to see us. We unloaded the big motorcar, a gang trailer, a push car, more tools. Ed was an older fellow so I decided to leave him with the outfit. He could act as our liaison man, shipping whatever we needed on the local freight, keeping in contact with the main office when they couldn't reach us.

Well, I'd been over that track from Colfax to Norden a hundred times, but this was the most memorable trip of all. East of Towle there were trails in the snow along the pole line where the maintainer and probably the bonding crew had been out unwrapping wires. Blue Canyon to Emigrant Gap looked fairly good but the snow was getting deeper; 12 ft at the Gap. The maintainer's house was half-buried with a trail leading around to his temporary entrance . . . a kitchen window on the low side. At Yuba Pass we saw the overturned rotary where Engineer Wally Raymond had died trying to reach #101. On top the snowsheds east of Crystal Lake siding 50 B&B men were shoveling a huge drift off the roof. Beyond Cisco our pole line appeared and disappeared in the drifts. At Troy it was buried for nearly a mile. Crossing Upper Cascade Bridge I saw an 'H' structure broken and leaning. At Soda Springs, just west of the

14. There were more than 200 broken poles in a ten-mile section. As the snowpack settled it moved downslope like a glacier. Poles that were securely guyed often broke into three pieces.

16. Assistant Signal Foreman Jack Frye looks down at something unusual, **bare ground,** while another gang member makes temporary connections in a pole-top box.

summit, snow depth was 18 ft.

We pulled into the sheds at Norden, set off our track cars, and I called the office in Sacramento. Signal Supervisor A. C. Murphy, a 4-square signalman and old snow fighter, came on the line.
"Murph," I told him, "it's going to take some men."

"How many?"

Wes Schomberg, ex-maintainer and gang foreman, then assistant supervisor came into the tower. "Hi, jockey. About time you get here!" He called all signalmen 'jockey'. "When you going to work?" A real mountain man; his creed was, "You just gotta be smarter than those rocks." He said we were set up to stay at Herb and Lena's. They owned the Norden store and post office, with extra upstairs rooms for skiers. How many could they put up?

"Twenty, jockey."

"Twenty men," I told Murphy on the phone.

"We'll start recruiting 'em."

"Snowshovels and snowshoes . . ."

"They're on the way."

"Make sure each man has overshoes and sunglasses."

We moved the next day, while Gang 6 stayed at the motel near the Gap. In no time both gangs were increased to twenty men. "Work seven days," Murphy had

17. A new pole is being slid into place via a long snow trench by members of SP Signal Gang =4. Assistant Signalmen Willard Johnson, left, and Fred Hugi, right, strain with a bar while their co-workers help from behind. The pole had been carried and dragged by hand several hundred feet uphill from the track below.

18. Even after the storms subsided the signal department had snow trouble. Here, a huge frozen snowball from spreader operations rolled into the pole line, breaking wires and crossarms twice repaired previously. Left to right, Assistant Signalmen Tom Hatch, Stan Crawford, and Bob Lewis tackle the problem.

ordered. "Put in eight hours on the line and whatever else it takes to get there and back." We rode work trains, motorcar when we could, but moved mostly by truck and Harb's carryall, when the highway was passable.

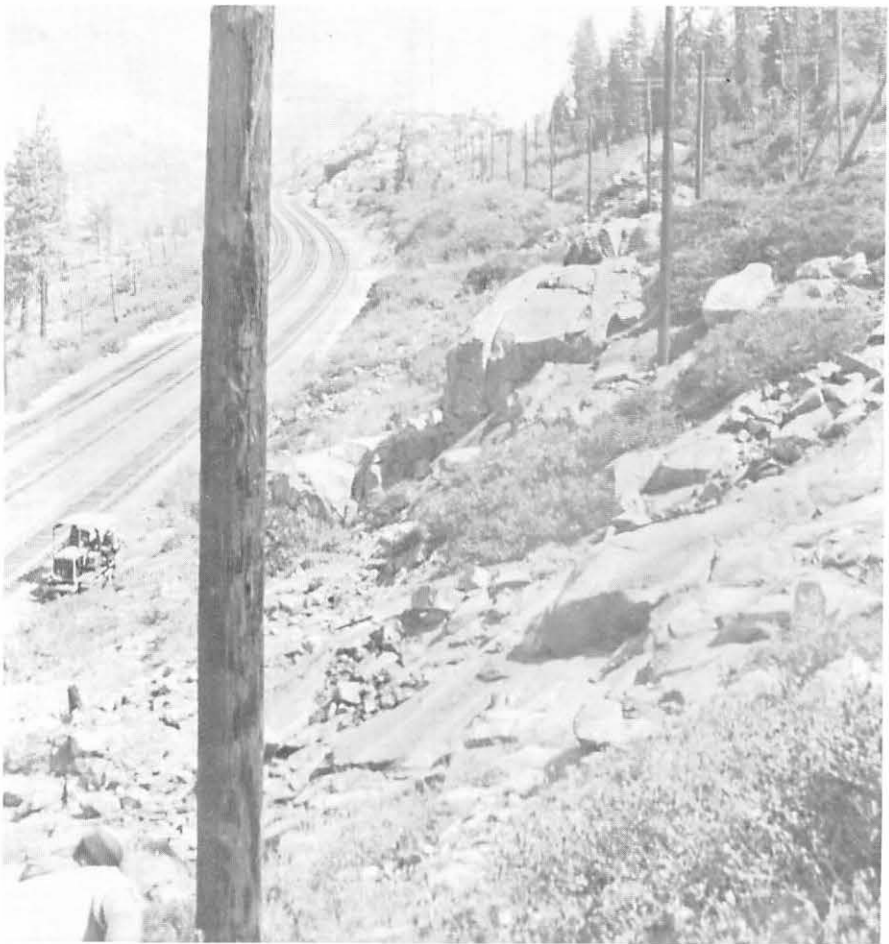
Blue snow? Yes. We found, as we shoveled down in those 15 ft deep trenches, the heavy packed stuff was a beautiful blue color. And we learned those trenches deadened all sound; a man 10 ft from another couldn't hear a warning shout. We had to post lookouts to watch for clean-up rotaries and other danger. We alerted each other by throwing a snowball! I learned too, that snow melts from the ground up and along those sidehills it moves like a glacier a few inches a day, taking the pole line with it. Every day either Assistant Foreman Jack Frye or I would be out on snowshoes checking for trouble spots. A section that looked okay one day would develop several broken poles a few days later. Many of these we temporarily tied back to trees.

As the snow moved slowly downslope it pulled cable rings

19. Foreman Bill Fisher decided the easiest way to move the big snowball was to dig under it until it rolled over by its own weight. Here one member of Signal Gang #4 pretends to hold back the frozen monster while his co-worker Tom Hatch undermines its snow support. The idea worked. The big block of ice rolled just far enough to be out of the way.

20. The following summer of 1952, Signal Gang #4 relocated 2½ miles of pole line at Troy. With no way to get machinery to the site, some 130 poles were set by hand.

21. Rugged country in which to build a pole line! The tractor at lower left carries an air compressor to supply jackhammers for drilling dynamite holes in the hard granite.



loose and stretched spans of cable to the breaking point. Circuits would go open one at a time in a block and we'd hit that area to find the break, swapping wires in the meantime to keep as much working as possible. At one time we could clear only yellow indications in normal directions, having abandoned those for reverse movements. Opening up a section of stretched cable, we'd find all the strands pulled so thin the Nicopress sleeves wouldn't hold. Usually it meant replacing a span or so to get back to full size wire.

The weather gave us a break, though, except for flurries that made getting to the job and back difficult. By late February we had all the cable exposed, scores of crossarms replaced, and had started changing out broken poles. We knew of some 200 and there'd probably be more. But we went back to a six, then five-day work week with less overtime. I was able to get home for the first time in two months.

Mother Nature wasn't resting! It was still wintertime. In the first week of March a new storm hit, piling up seven more feet of new snow, 26 ft on the level at Soda Springs. Everything we'd done was buried again. We were back where we started, only worse. I hollered for help. The division engineer sent 100 snow shovelers to work with us for four days. Again we were patroling line to get the worst spots first.

Spring finally came in late April. The storms subsided, a rotary opened up Soda Springs siding and a work train moved our outfits into it. Now we faced a massive repair job, and ultimately relocated 2½ miles of line in the worst area at Troy. Digging down through the snow to re-set poles, we found new buds and blossoms forming on the ground brush. Mother Nature was back on schedule in spite of her tantrums in the Year Of The Blue Snow.

ConRail asks FRA to reconsider 1588

ConRail has filed a petition for reconsideration of Federal Railroad Administration's report and order on BS-Ap-No. 1588, dated December 4, 1980. This is the application in which Amtrak wishes to modify the signal system between Baldwin, PA and Ragan, DE as a preliminary section in its upgraded Northeast Corridor signal system. Details of the FRA order were published in *The Signalman's Journal,* January-February 1981 issue, pages 22-28.

Here is ConRail's petition, dated February 17, 1981.

BASIS OF PROTEST

Consolidated Rail Corporation protested the application of the National Railroad Passenger Corporation for authority to modify its signal system between Baldwin, PA and Ragan, DE. ConRail's objections related to its concern that the proposal would substitute various automatic train control devices for the personal train handling presently provided by enginemen. The short distance between signal change points required the proposed automatic train control to program severe braking applications which were anticipated to result in undesirable and probably unsafe train handling in this high-speed corridor, particularly since the advance warning now provided by existing wayside signals would not be available. It was suggested that signal aspects be conformed to present signals to avoid confusion. ConRail was also concerned with the anticipated expense which it contemplated would be involved in order for it to continue to operate freight trains on the Northeast Corridor. ConRail suggested that the Safety Board investigate a signal system which would impose a new series of "super-clear" signals for passenger trains operating in excess of 110 miles per hour. This system would permit commuter and freight trains to operate under existing signals without the necessity of acquiring new equipment or modifying old equipment in order to continue operations on the Northeast Corridor.

In support of its opposition, ConRail attended and presented statements at the hearing in Philadelphia, PA, submitted comments in reply to Amtrak's rebuttal statement and furnished detailed information on freight train operations on the Northeast Corridor including the results of computer simulations of in-train forces resulting from severe braking applications required by the original application. ConRail also participated as a member of the task force which studied braking responses under the automatic speed control requirements.

ConRail has serious concerns with the Report and Order of the Federal Railroad Administration (FRA) and the conditions and recommendations included with that order. Therefore, ConRail respectfully submits this Petition for Reconsideration of that Order on its own behalf, as the rail freight carrier on the Northeast Corridor, and as operator under contract of commuter services for Connecticut Department of Transportation, Maryland Department of Transportation, Metropolitan Transportation Authority, New Jersey Transit Corporation and Southeastern Pennsylvania Transportation Authority.

PETITION FOR RECONSIDERATION

While this application sought permission to change the signal system on the Northeast Corridor only from Ragan to Baldwin, ConRail is concerned that from a practical standpoint, if the application is approved for one segment of the Northeast Corridor, it will set the signal standard for other segments of the Corridor. Amtrak has suggested that the area involved in the application is typical of other operations on the Northeast Corridor. While it is true that intercity passenger trains, commuter passenger trains and freight trains operate in this area, the density of such traffic is substantially less between Ragan and Baldwin than on other segments of the Corridor.

From a safety standpoint, ConRail continues to be concerned that the proposed Amtrak signal system relies primarily on automatic devices such as cab signals and automatic train control, and thereby removes from the enginemen the ability to properly control trains; and would eliminate wayside signals which provide enginemen a means of verifying cab signal indications. Amtrak has not proposed a signal system which includes the optimum safety features required for the high density and super speed operations of the Northeast Corridor. Furthermore, the Order provides that in the event there is a malfunction of either the automatic cab signal or the automatic train control trains must be operated in accordance with absolute block procedures. While such procedures are safe, they would have the effect of creating total paralysis in rush hour passenger operations on the Northeast Corridor where trains are scheduled to operate with close headway. It is, therefore, requested that the FRA review the Amtrak Application and reconsider the Order giving full consideration to impact of the Order on operations throughout the Northeast Corridor and to the effect which removal of wayside signals will have on both high speed passenger trains and long, heavy freight trains operating on the Corridor.

In connection with the fourteen conditions

established by the Safety Board, ConRail submits the following comments for consideration by FRA:

(1) ConRail signal engineers as well as those of the commuter authorities have several different interpretations of the directive that only one master code location be permitted between each interlocking home signal and its approach signal. Therefore, it is requested that the Safety Board clarify this condition. From an operating standpoint, signal engineers believe that there should be no master code locations permitted between any interlocking signal and its distant signal if the distant signal is required to display the aspects for rule 285 when the home signal is displaying stop or restricting.

(2) ConRail has no objection to the condition that master code locations be positioned so that a station stop overrun will not result in a train leaving the block normally occupied by the station stop; however, this condition needs to be clarified or made more specific to determine the exact distance to be authorized for an overrun. The procedures for authorizing a train which overran a station to back up to the station should be specific whether the movement is within the same block or receives permission to enter another block.

(3) ConRail has no objection to condition three.

(4) ConRail has no objection to condition four.

(5) ConRail has no objection to condition five.

(6) ConRail submits that the requirement that electric locks must be installed on hand-thrown switches exceeds the FRA RS&I requirements. Assurances should be given by the Safety Board that this attempt to provide an extra measure of security in cab signal territory where wayside signals are to be eliminated will not set a precedent for future orders in wayside signal territory.

(7) ConRail has no objection to condition seven provided that this condition will not be extended to existing signal systems.

(8) ConRail has no objection to condition eight. It is suggested that FRA or the Safety Board specify or define the design of automatic train control devices which will be accepted.

(9) ConRail has no objection to condition nine and agrees that the 100 Hz signal reference voltage and the 25 Hz propulsion current must be synchronized.

(10) ConRail has no objection to condition ten and agrees that the signal reference and track voltage of each phase selective track circuit must be supplied from the same source of power.

(11) ConRail opposes condition eleven as being an unreasonable restraint on commerce and a financial and operating burden which will disrupt freight and commuter train operations on and adjacent to the Northeast Corridor.

There are a number of locations at which ConRail operates commuter trains originating at points off the Corridor but which operate over segments or

Railroad Safety Board Conditions

1. That only one master code location be permitted between each interlocking home signal and its approach signal.

2. That master code locations be located so that a station stop overrun will not result in a train moving out of the block normally occupied at the station stop.

3. That an approach signal shall not display an indication more favorable than "Proceed at Restricted Speed" when the track is occupied between the approach signal and the interlocking home signal in advance.

4. That a yellow aspect, indicating that speed is to be restricted and stop may be required, shall be used at the approach signal to an interlocking home signal when the home signal displays a "Stop" indication or a "Proceed at Restricted Speed" indication.

5. That a buffer zone of zero code be provided in the approach to each block where a stop may be required.

6. That electric locks be provided for all hand operated switches where the maximum permissible speed is in excess of 20 mph.

7. That centrifugal type relays presently used in the existing system are not used in the proposed system.

8. That the automatic train control device of each locomotive require recurring acknowledgement when operating under a "Restricted Speed" indication.

9. That the 100 Hz signal reference voltage and the 25 Hz propulsion current be synchronized or the frequency of the signal reference voltage be such that it is not affected by the frequency of the propulsion current or harmonics thereof.

10. That the reference and track voltages of each phase selective track circuit be supplied from the same source of power.

11. That only locomotives equipped with operative automatic train control device be allowed to enter the proposed system.

12. That a safety analysis be performed for all signal equipment to be utilized to determine the fail safe design of components under all conditions.

13. That all relief from compliance with 49 CFR Part 236 previously granted to the applicant or other parties, which is applicable to this application area, is cancelled upon installation of the proposed system.

14. That the automatic train control device of locomotives operated in freight service may be so arranged as to provide that an automatic brake application can be prevented by a reduction of between 15 and 17 pounds within 30 to 50 seconds.

terminate at locations on the Northeast Corridor. There are many occasions when trains are dispatched from Off-Corridor locations with operative cab signal equipment; however, because of equipment malfunctions or vandalism the cab signals become inoperative prior to entering the Northeast Corridor. Under condition eleven, if a failure occurred en route there would be no alternative but to unload the passengers and have them wait for the next available train. The relief which has been proposed for trains becoming disabled en route would permit the speed control to be cut out or to operate without cab signals in accordance with absolute block rules. This same relief should be provided for commuter trains on which cab signal equipment becomes inoperative subsequent to its being dispatched from its originating terminal but prior to entering the Northeast Corridor. This relief is also requested for freight trains since it would be impossible or very inefficient to hold a freight train at a Northeast Corridor entry point until a relief locomotive or repair crew could be sent to that location. The Board has recognized that trains can be safely operated without speed control or cab signals by operating with absolute block and, therefore, this relief should be extended to all trains and access to the Corridor should not be denied as long as the train was dispatched with operable cab signals and train controls.

The record in this proceeding establishes that ConRail does not have the financial resources to equip its locomotive fleet with the required cab signal and train control devices. It would be necessary to equip ConRail's fleet of 3,742 locomotives which at the time of the hearing was estimated to cost approximately $280 million. ConRail is also aware that each of the commuter agencies would also be required to equip their locomotives or self-propelled passenger equipment with cab signals and train control devices to conform with the Northeast Corridor signaling system. The agencies do not presently have funding available to comply with the order.

(12) While ConRail agrees that the safety analysis proposed by condition twelve must be performed for all signaling equipment, it is suggested that the analysis not be limited to components but include circuit design concepts and analysis of the system under all conditions to ascertain that the final signal system is fail safe.

(13) Cancellation of the relief previously granted from compliance with 49 CFR Part 236 upon installation of the proposed system is objectionable. The impact on commuter operations will be similar to that described in connection with the objections described in the condition eleven comments. Commuter operations will be severely restricted and frequently delayed. Additional switching will be

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required in order to place a unit with operable cab signals and speed control on the head end of the commuter train. Furthermore, if the equipment on several trains fails concurrently, the entire commuter operation in Philadelphia and elsewhere could be brought to a halt. Experience with the previously granted relief demonstrates that commuter service can be safely operated without cancellation of this relief.

ConRail has been informed that the commuter agencies for whom it operates commuter service support its position. The Agencies are concerned that failure to extend the relief granted will prevent ConRail from operating commuter service in accordance with their service contracts.

(14) Condition 14 requires clarification that the automatic train control device on ConRail's E-44 locomotives and similar equipment will be acceptable under the order. Furthermore, the Safety Board has failed to consider ConRail's specific comments with respect to freight train handling in connection with proposed signal indications. ConRail must again urge that if the signal system proposed by Amtrak is to be approved, that freight locomotives equipped with F-1 only should receive indications in the following sequence:

ConRail Cab Signal Aspect	PPM
Clear	180
Approach Medium	120
Approach	75
Restricting	0

FRA and the Safety Board should recognize that under the proposal in the event Amtrak desires to indicate the speed reductions in sequence, it could display the following signals for high speed Amtrak trains:

Amtrak Cab Signal Aspect	F-1 PPM	F-2 PPM
MAS	180	180
Normal	180	0
80	120	120
60	75	75
45	120	0
30	75	0
Restricting	0	0

In the event the above sequence was displayed for Amtrak trains, the following sequence would occur for ConRail locomotives or equipment equipped with F-1 only:

ConRail Cab Signal Aspect	PPM
Clear	180
Approach Medium	120
Approach	75
Approach Medium	120
Approach	75
Restricting	0

The above sequence of signals would require an engineman to initiate dangerous train handling procedures which could result in depleting the air supply in the freight train braking system. If this occurs, it is very likely that the engineman would be unable to stop his train. It is respectfully submitted that Amtrak must redesign the signal system so that sequence can be displayed which would not result in the display of unsafe signal indications.

The Safety Board has made reference to the fact that it personally inspected two areas in which train movements are controlled by cab signals without wayside signals. ConRail believes that this inspection should have been made or a report included on the findings in order that all interested parties would have had the benefit of the Board's conclusions. However, since the Pittsburgh Division on ConRail's line between Johnstown and Pittsburgh is one of those which it believes was reviewed by the Board, the record should show that the signal blocks in the proposed system are much shorter than those on ConRail's Pittsburgh Division. Because of the shorter blocks on the Northeast Corridor, freight train handling procedures will be very different on the Northeast Corridor when a freight train is following another train. These later procedures could very well result in depleting the freight train air supply which could, of course, result in the engineman being unable to stop his train within the specified braking distance.

SAFETY BOARD RECOMMENDATIONS SHOULD BE SUBJECT OF HEARING

Although ConRail was not officially served with a copy of Mr. Walsh's (Associate Administrator for Safety FRA) letter to Mr. Lawson, (Vice President & Chief Engineer) Amtrak has furnished ConRail with a copy of that letter. In that letter, the Safety Board included four specific recommendations in addition to the conditions contained in the order. ConRail requests that the Safety Board hold a hearing on the four recommendations so that Amtrak and interested parties, including the commuter agencies and ConRail, may present their views on these recommendations and the effect of Amtrak's action to concur or reject each recommendation.

(1) ConRail suggests that the wayside markers which Amtrak is required to install should be illuminated devices rather than reflectorized signs in order to facilitate identification during inclement weather. Furthermore, the Board and Amtrak should be aware that it will be necessary to provide markers for each track since the master locations will not always be at identical locations on every track in the Corridor.

(2) When Amtrak considers the markers for master locations on each track as required by recommendation number one, it is suggested that all

Amtrak needs to do is to select the position of the lights to be displayed on existing signals. These illuminated signals will provide the required verification. This arrangement would also make it unnecessary to require expensive equipment to be purchased for all motive power. ConRail concurs in the recommendation that a procedure be adopted to enable an engineman to verify cab signal aspects; however, it should be recognized that to adopt an alternate method to the use of wayside signal aspects when wayside signals are already in place on the Corridor would appear to be a costly alternative. It would not be necessary for Amtrak to install verification signals at all locations where verification is presently provided through the wayside signals.

(3) ConRail agrees that the speed control provided by the automatic train control and the automatic cab signal cut out devices should be independent of each other. This will permit cab signal systems to operate in the event that the automatic train control were to fail.

(4) ConRail concurs in the recommendation that all carriers within the proposed signal system should be required to provide recorders. However, here again the recommendation should be clarified so that only necessary information such as speed and distance will be recorded. This should keep the cost of the installations within reason.

CONCLUSION

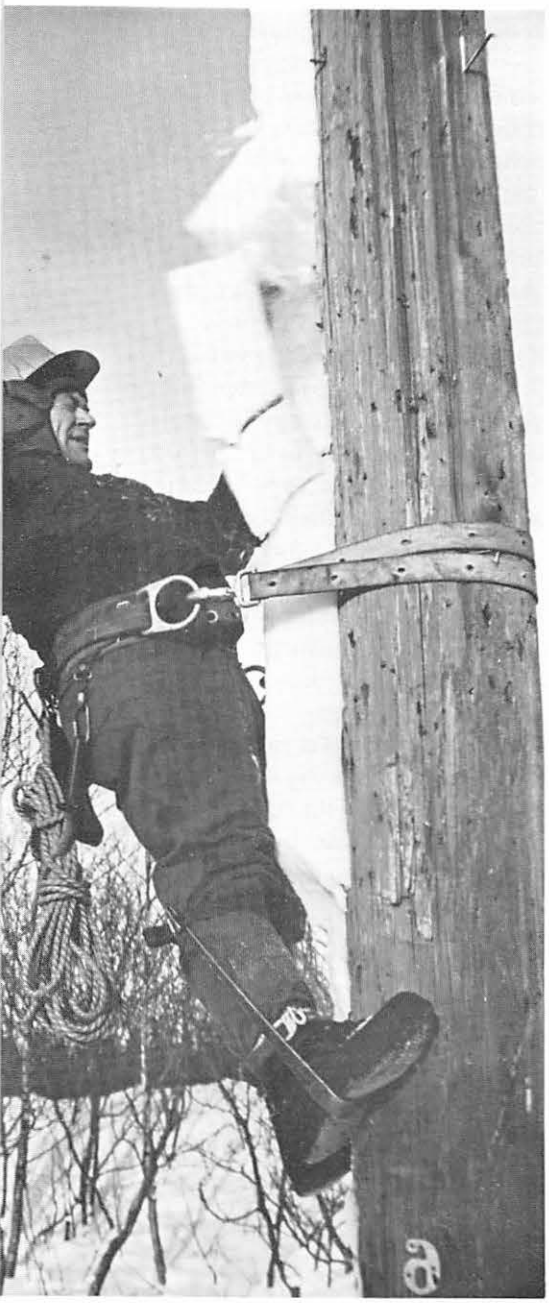
In view of the foregoing, ConRail respectfully submits that the Safety Board of the Federal Railroad Administration should reconsider the Report and Order on Block Signal Application No. 1588 and thereafter enter a new order withdrawing or suspending approval of the signal system which Amtrak proposes for the Northeast Corridor until such time as additional fact finding proceedings are held or recommendations and specifications clarified. This will enable the FRA to make certain that only a safe and efficient signal system will be approved for the Northeast Corridor. As previously indicated, ConRail is particularly concerned with the confusion which may be created by the proposed signal aspects, since total reliance on cab signals without the ability to verify these signals, may create problems in freight train handling and stopping. ConRail is also concerned with the restrictions which are placed on trains with cab signals which malfunction after departure from the initial terminal, but prior to entering the Corridor, since to deny access will seriously curtail both freight and commuter operations. Other specifications need to be clarified and developed in order that safe and efficient rail operations may be conducted on the Northeast Corridor.

Furthermore, the Board must recognize that its decisions on this Application will establish the terms and conditions under which the entire Northeast Corridor will be operated. It will not be feasible to operate the Corridor under a signal system which does not conform to that proposed between Baldwin and Ragan. Therefore, the Board must now consider all of the operating and safety requirements for the Corridor. As indicated at the hearings and as previously recognized by the Safety Board, enginemen on intercity passenger, commuter passenger and freight trains will be operating under different signal systems off the Corridor and every effort should be made to coordinate the signals and the operating instructions for these employees. This would be accentuated even more in the event different signal systems were to be approved for segments of the Corridor itself. Therefore, it is only reasonable for the Board to consider all aspects of the Northeast Corridor Signal System before approving the instant application.

Since the initial filing of the Application, the cost associated with the Amtrak signal proposal has been a serious concern to ConRail and the commuter agencies for whom it operates commuter passenger service. This concern cannot be ignored by the Safety Board since all parties are well aware of the necessity to reduce all unnecessary expenditures in order to preserve required transportation services. ConRail and the commuter authorities would be faced with the expenditure of hundreds of millions of dollars in order to equip their trains with devices necessary to conform with the proposed signal system and automatic train control. Neither ConRail nor the agencies have sufficient funds to purchase and apply these special devices and therefore must submit that approval of the application will in effect deny freight trains and commuter trains access to the Northeast Corridor. Therefore, an additional condition to approval to the application must be adequate funding not only for Amtrak but also for ConRail and the commuter agencies.

Out in the cold

Bau temps mauvais temps



Getting snow off a pole is Bertrand Raymond, a member of No. 22 linemen's crew and a member of Local Lodge 217. Un des moneteurs de ligne de l'équipe no. 22 Bertrand Raymond.

A 56-hour job

Editor's Note: Our thanks to Iron Ore Company of Canada's *Dialogue* for this interesting story and pictures of line crews at work on the Quebec, North Shore & Labrador railway, whose members belong to Local Lodge 217.

It's 22h15, Wednesday, December 3, 1980 and the North Shore is faced with a heavy snow storm. Sleet and winds reaching 72 km/hr have already taken their toll. Some sectors in Sept-Iles and Port-Cartier are in the dark; power outages are occuring on the Lower North Shore. At exactly 22h15 it's a complete blackout and silence on the railway, between Sept-Iles and Mai (a distance of 206 km).

The longest black out on the railway has just begun.

A BATTLE AGAINST TIME

At that moment, in the Communications & Signals Department a battle started against time, which was to last 56 hours. Yvan Duguay, Supervisor, rapidly looked for the source of the problem, a power line was down between Sept-Iles and Nicman, some 56.4 km north.

An extra crew from Tika made up of two people was immediately sent to the site in order to assess the exact nature of the breakdown. Their report was far from encouraging: their first findings revealed that the CTC line (Centralized Traffic Control) was down in eight places.

Further, snow ladden trees had fallen on the lines everywhere, making those lines even heavier. As these wires hit the ground wire below, they short-circuited and the service automatically tripped. Yvan Duguay was faced with the complicated task of utilizing the CTC to restore the power, once the problem of the electric wires had been settled. Without those lines, it was also impossible to talk with the repair crews, other than by radio. The most crucial problem in everyone's mind during these 56 hours, was the welfare and safety of the men in the different camps: far away, in the middle of a storm, without heating and lighting. The efforts made by their colleagues to help as fast as possible is a story worth telling. These lineman on Crew no 22, worked for 56 consecutive hours, high up, on the poles; in bitter cold and raging wind.

ACCOUNT: HOUR BY HOUR

December 4, 2h45. Foreman Remy Lanteigne, at Tika, reported that eight major breaks on the CTC lines spread over a distance of 72 km.

December 4, 6h30. Crew no 22, consisting of 13 cars and seven linemen at Seahorse, were called to the rescue. A locomotive left Mai for Seahorse where it hitched up with the 13 cars. The train moved south, reaching Nicman around 16.00 hours. In the meantime, service went through several interruptions, but returned to normal for short periods — The extra gang had found 18 new breaks on the CTC line and seven spots where trees were resting on the wires.

December 4, 23h45. It was decided Crew no 22 would move as far south as Tellier and proceed to repair the breaks one by one, as it made its way north. The CTC and power is being fed from south to north and it had to be repaired from its lowest point first if control of the high voltage line was to be maintained. Linemen were equipped with their usual gear; their climbing spurs and also carried snowshoes to reach the poles.

December 5, 4h12. Members of Crew no 22 had restored the service for Sept-Iles, to Mai. Mile 128.

December 5, 9h00. A new breakdown again affects the railway line to Mai. One hour later

after working in extremely harsh conditions, the crew returned the power to Nicman again and at 12h12, Tika was linked up with the world. Success was short lived however, since a few hours later, power was down again and reports signalled water was freezing at Waco, mile 101.

December 5, 18h35. Having worked all day, linemen in Crew no 22 once again restored the service between Sept-Iles and Mai.

December 6, 0h35. A new interruption is taken care of in less than 20 minutes. At 0h55 linemen of Crew no 22 were through with their work and returned to their boarding cars, for a well deserved rest.

During the operations, Barry Wilson, Superintendent of Communications & Signals, had offered rest periods to all workers of Crew no 22. They gallantly declined as they wanted to see thing through, first. At the outset of the storm, on December 4, at 0h47, there was also a power shortage between Schefferville and Talzie, at about 165.2 km south of the northern town. Around 7h00, Gerry Driscol, foreman patrolled the line by helicopter up the Menihek power house where, at 8h20, he located the origin of the problem. It was a defective insulator, he managed to repair by 11h05.

According to Supervisor Yvan Duguay, linemen working for the Company have developed a tremendous sense of team work; they have to work in the most adverse conditions sometimes but they have recognized the importance of their responsibilities. Barry Wilson has made it a point to send a letter to QNS&L Manager, Art Dolliver, underlining Crew no 22's excellent work.

Catch them if you can!

Gang #22 was hard at work at the height of the snow storm when someone exclaimed: "Johnny! come and see your rabbits!" The workers equipped with snow shoes and climbing spurs, were busy climbing a hump to reach a pole, just as a whole groupe of rabbits suddenly appeared from no where and disappeared just as fast into the snow.

Johnny Lavallée, the week before, had set snares everywhere on the same hump but had not caught a single rabbit in his snares. Since then we have been told that Johnny has changed his tactics and is now trying to lasso them. GOOD LUCK!

56 heures a l'Ouvrage

Il est 22h15, le mercredi 3 décembre 1980 et partout sur la Côte-Nord, la tempête fait rage. Le verglas et des rafales atteignant 72 km/h ont déjà plongé dans l'obscurité plusieurs quartiers de Sept-Iles et de Port-Cartier; des pannes d'électricité sont également signalées jusque sur la Basse Côte-Nord. Il est 22h15 lorsque soudain toutes les communications normales sont interrompues et toutes les lumières s'éteignent sur la ligne de chemin de fer entre Sept-Iles et le camp de Mai (c'est-à-dire sur une distance de 206 km). La plus longue panne d électricité à survenir sur la ligne de chemin de fer venait tout juste de débuter.

UNE LUTTE CONTRE LA MONTRE

Au même instant, au bureau des signaux et communications à Sept-Iles s'engage une lutte contre la montre qui va durer 56 heures. Le surveillant, M. Yvan Duguay parvient rapidement à déterminer la source du problème; le bris se situe entre Sept-Iles et le camp de Nicman à environ 56.4 km au nord. Une équipe volante composée de deux personnes en poste au camp de Tika est immédiatement dépêchée sur les lieux afin de déceler la nature exacte de la panne. Leur rapport est loin d'être encourageant: en effet les premières observations révènt que les lignes de commande centralisée de circulation (CCC) sont rompues à huit endroits. De plus, des arbres chargés de neige s'appuient un peu partout sur les fils électriques, eux-mêmes rendus très lourds à cause de la glace qui les recouvre. Lorsque ces fils touchent le fil de mise à la terre (ground) il se produit alors un court circuit qui interrompt automatiquement le service. Ainsi, le problème auquel Yvan Duguay doit faire face est d'autant plus compliqué qu'il faut utiliser la CCC pour rétablir le courant, une fois réglé le cas des fils électriques. Sans ces lignes, il est également impossible de communiquer autrement que par radio avec les équipes de réparation. Cependant, le problème le plus crucial qui pendant 56 heures reviendra cons-tamment à l'esprit de chacun est la situation difficile dans laquelle se trouvent les employés en poste dans les différents camps de la ligne: en pleine nature; en pleine tempête privés de lumière et privès de chauffage. Le récit des efforts déployés pour leur venir en aide nous permet d'apprécier le courage et la détermination d'une équipe de monteurs de ligne qui de leur propre chef ont refusé de prendre du repos avant le rétablissement complet du service. Ces gens de l'équipe no 22 ont travaillé pendant 56 heures consécutives, juchés sur des poteaux, exposés au froid et à la tempête.

HEURE PAR HEURE

2h45 le 4 décembre: le contremaître au camp de Tika, M.

Remy Lanteigne rapporte que les huit pannes sur les lignes de la CCC sont réparties sur une distance de 72 km.

6h30 le 4 décembre: On décide d'avoir recours à une équipe de monteurs de ligne, l'équipe 22, alors composée de sept personnes logées dans 13 wagons stationnés au camp de Seahorse. Une locomotive quitte donc le camp de Mai à destination de Seahorse où elle prend les wagons en remorque; le convoi redescend alors vers le sud et atteint le camp de Nicman vers 16h00. Entretemps le service s'interrompt et revient de façon sporadique pendant que l'équipe volante découvre 18 nouvelles pannes sur les lignes de la CCC et sept endroits où les arbres reposent sur les fils.

23h45 le 4 décembre: Il a été décidé que l'équipe 22 descendrait aussi bas que le camp de Tellier afin de réparer les bris un par un en montant vers le nord. En effet la CCC fonctionne du sud au nord et il faut donc la réparer à partir de son point le plus bas si on veut contrôler la ligne de haute tension. En plus de leurs éperons, les monteurs de ligne doivent se munir de raquettes pour atteindre les poteaux.

4h12 le 5 décembre: Les membres de l'équipe 22 parviennent à retablir le service de Sept-Iles au camp de Mai.

9h00 le 5 décembre: Nouvelle panne qui affecte encore une fois la ligne de chemin de fer de Sept-Iles à Mai. Une heure plus tard, au prix d'un travail effectué dans des conditions particulièrement pénibles, le courant se rend à nouveau jusqu'à Nicman et à 12h12, jusqu'à Tika. Succès de courte durée car quelques heures plus tard l'électricité manque à nouveau et les rapports annoncent que l'eau commence à geler au camp de Waco.

18h35 le 5 décembre: Après avoir travaillé toute la journée, les monteurs de ligne de l'équipe 22 parviennent encore une fois à rétablir le service de Sept-Iles à Mai.

22h15 le 5 décembre: A nouveau c'est la panne mais on réussit en moins de 15 minutes à y mettre fin.

0h35 le 6 décembre: Nouvelle interruption maîtrisée cette fois en moins de 20 minutes. A 0h55 les monteurs de ligne de l'équipe 22 ont terminé leur ouvrage et ils réintègrent les wagons dortoirs où ils se laissent aller à un repos bien mérité.

Il faut à nouveau souligner qu'au cours de la période que nous venons de décrire, le surintendant du département des communications et signaux. Barry Wilson, a offert des périodes de repos aux employés de l'équipe 22. Ceux-ci ont décliné l'offre et ont préféré travailler jusqu'à ce que tout soit rentré dans l'ordre. Mentionnons également qu'au début de la tempête, le 4 décembre à 0h47, l'électricité a manqué entre Schefferville et le camp de Talzie situé à environ 165.2 km au sud de la ville nordique. Vers 7h, le contremaître Gerry Driscol a parcouru la ligne en hélicoptère jusqu'à la centrale de Menihek où à 8h20, il découvrait l'origine du problème. Il s'agissait d'un isolateur défectueux qu'il est parvenu à réparer à 11h05.

Selon le surveillant. Yvan Duguay, les monteurs de ligne à l'emploi de la compagnie sont des gens qui ont développé un extraordinaire sens du travail d'équipe; des gens qui, par définition, effectuent leur ouvrage dans des conditions souvent difficiles et qui reconnaissent l'importance de leurs responsabilités. Barry Wilson a d'ailleurs fait parvenir une lettre au directeur de la QNS et L Art Dolliver pour lui souligner l'excellence du travail des employés de l'équipe 22.

Attrapes les!

En plein travail, au beau milieu de la tempête, quelqu'un s'écrie: "Johnny! Viens voir tes lièvres!" Alors que les membres de l'équipe 22, chaussés de raquettes et munis d'éperons, étaient occupés à gravir une butte en direction d'un poteau, c'est tout un groupe de lièvres qui a surgi de la neige et qui s'est éparpillé dans la nature. La semaine précédente, Johnny Lavallée avait posé des collets partout sur cette butte, mais pas un seul lièvre ne s'est laissé prendre au piège. On nous dit que depuis, Johnny a changé sa technique et tente maintenant d'attraper les lièvres au lasso. Bonne chance!

Never a dull moment

"I have been working on the line for the last 26 years and never have I been in a situation similar to the one we had during the storm from December 3rd to 6th."

This comment is from Johnny Lavallée, general foreman whom we met near Kemat with other workers of Crew 22. These people are proud of their work and with good reason. "Now we know we can do it" said foreman Leo Bergeron. The Company made a wise decision in placing boarding cars at our disposal, so we could have hot meals, take a rest and work more efficiently due to the availability of the material.

The members of Crew 22 say that this was the first time they have had to face such a storm causing so many technical problems. The workers added that the bulk of the lineman's work is to be on the alert in case of emergencies. The group has a real sense of teamwork and a true dedication to work in such a trade. "We must like that work to be able to do it" said one worker.

Crews are small so there is no conflict nor differences of opinion. If a problem occurs we talk it over together and when a job is well done the pride of our success is shared by all. Junior employees also stated that senior employees have always let them profit from their long experience and share with them their skills and know-how, that makes a good team!

To conclude we wish to say hello and thanks to all members of Crew 22. Thanks to Leo Bergeron, Bertrand Raymond, Edmond Vibert, Michel Lebel, Bernard Huard, Thomas Touzel to the General Foreman Garry Miller and to General Foreman Johnny Lavallée. Thanks also to linemen James Maurice and Manuel Thomas who were away during that storm but would have behaved similarly had they been at work.

Snowmobiles are a way to travel in Labrador. James Maurice (left) and Rock Provencher, both members of Local 217, travel by snowmobile when repairs call them away from their boarding cars.

C'est en motoneige que James Maurice et Rock Provencher s'en vont effectuer des réparations à bonne distance des wagons dans lesquels ils logent.

Pas le temps de s'ennuyer

"Il y a 26 ans que je travaille sur la ligne de chemin de fer et jamais je n'ai connu une situation comparable à celle que nous avons vécue au cours de la tempête du 3 au 6 décembre".

Cette remarque nous vient du contremaître général, Johnny Lavallée, que nous avons rencontré près du camp de Kemat en compagnie de d'autres membres de l'équipe 22. Ces gens sont fiers, et avec raison, du travail qu'ils ont accompli: "Maintenant, on sait qu'on peut le faire", nous dit le contremaître Léo Bergeron. "La compagnie a pris une bonne décision en faisant suivre l'équipe par les wagons dans lesquels nous logeons. Cela nous a permis de prendre occasionnellement un repas chaud, un peu de repos et d'effectuer le travail plus rapidement grâce à la disponibilité du matériel".

CTC line splicing is done by Bertrand Raymond (left) and Leo Bergeron of Local 217. Bertrand

Raymond et Leo Bergeron en train d'effectuer un raccordement sur une ligne CCC.

General foremen are Garry Miller (left) and Johnny Lavallée.

Tous les membres de l'équipe 22 admettent que c'est la première fois qu'ils ont affaire à une tempête occasionnant autant de problèmes techniques. Cependant on se presse d'ajouter que le gros du travail des monteurs de ligne consiste à répondre à des urgences et à demeurer sur le qui-vive. On insiste également beaucoup sur le fait qu'il existe au sein du groupe un véritable sens du travail d'équipe et un plaisir indéniable à exécuter ce métier. "Il faut aimer ce travail pour être capable de le faire", nous dit un membre du groupe. "Nos équipes sont limitées à un petit nombre d'employés ce qui évite toute forme de conflit et de divergences d'opinion. Lorsqu'un problème se pose, nous en discutons ensemble et lorsque le travail est bein fait nous partageons l'orgueil d'avoir réussi." Les employés plus jeunes affirment également que leurs aînés n'ont jamais hésité à leur faire part de l'expérience qu'ils ont acquise sur la ligne et à partager avec eux leurs connaissances et leur savoir-faire. Une bonne équipe, c'est ça!

En conclusion, nous désirons saluer et dire merci à tous les membres de l'équipe 22. Merci à Léo Bergeron, Bertrand Raymond, Edmond Vibert, Michel Lebel, Bernard Huard, Thomas Touzel, au contremaître général Garry Miller et au contremaître général Johnny Lavallée. Merci également à deux monteurs de ligne qui étaient absents pendant la tempête mais qui, s'ils avaient été là, auraient agi de la même façon que leurs confrères: James Maurice et Manuel Thomas.

Our linemen in Schefferville

"If you choose this type of work, you must accept its responsibilities. No one can do the job for you and when there is an emergency, everyone relies on you".

A 24-HOUR DAY

This comment was made at the Timmins Mine garage at Schefferville. There Dialogue met with four linemen in charge of the installation and maintenance of the electrical distribution network between Menihek power house and Timmins mine. They also handle the town subscribers service and it is partly because of their efforts that Schefferville is rarely in the dark. These people are on call 24 hours a day. They often have to work under severe conditions to repair damages caused by snow and sleet.

THEY ARE TOUGH

"We've had a very difficult year" said foreman Jean-Claude Cote. "The ice in the first part of November caused the breakdown of lines, crossarms and even poles. Service was interrupted for nine days in the mine; but the town was cut off for only about six hours. We worked for three weeks to repair everything. I don't believe we have had any major problem like that for the past three years". The linemen working with Jean-Claude told us that the ice was so thick on the wires that just touching them caused them to snap. Many storms and the bitter cold has not made their job easy. Yet they never fail to answer a call for help. You have to be tough and brave to climb a pole when the thermometer reads 30° below and the winds are blowing at 70 km/h.

KNOW-HOW

Brave, yes. But a lot of know-how is also essential. Our linemen at Schefferville have a near impeccable safety record. All of their moves are calculated. Before they undertake a job they have to ensure they will carry it through to the end. As one of them remarked "it is easy to climb a pole but you have to remember that no one will come and get you". The first quality of a good lineman is his physical condition. During slack periods they work according to a regular schedule but in cases of emergency and at peak times, they may work beyond normal limits. Initiative and resourcefulness are their two main assets. These people often have to make decisions and rely entirely on their experience, without having the chance to ask anyone else. Their foreman insists that with only five employees in their

team they have a good chance to talk and exchange information and ideas. Any new idea concerning work procedures or methods is usually discussed and our supervisors are definitely most attentive to the suggestions.

ENJOYMENT & PRIDE

In our conversation with Jean-Claude Cote, Doris Devost, Gaston Rioux and Denis Roussy, we noticed how proud the linemen of Schefferville were about their work. They all said they liked what they did, the job is not repetitive and it definitely is challenging. "In this trade we are always learning something new", added a team member. "We are proud when the job is well done. When we finished moving the substation from Ferriman Mine to Ruth Lake, we all had a feeling of satisfaction. When the problem of sleet was conquered once and for all, we felt relieved and proud.

Hats off to these men who in all weather ensure Schefferville residents comfort and IOC's operations.

Nos monteurs de ligne a Schefferville

"Celui qui accepte de faire ce métier doit aussi accepter les responsabilités qu'il comporte. Personne ne peut faire l'ouvrage à notre place et lorsque par exemple il y a urgence, tout le monde compte sur nous".

24 HEURES SUR 24

Ce commentaire, nous l'avons recueilli au garage de la mine de Timmins à Schefferville. C'est là que nous avons rencontré quatre monteurs de ligne qui effectuent l'installation et l'entretien de tout le système de distribution électrique, de la centrale de Menihek jusqu'à la mine de Timmins. Ils s'occupent àgalement du service aux abonnés et c'est en patie grâce à eux que les citoyens de Schefferville ont rarement à se plandre de pannes prolongées ou d'inconvénients majeurs. Ces gens qui sont disponibles 24 heures par jour travaillent souvent dans des conditions difficiles car leur rôle consiste justement à sortir par mauvais temps et à réparer le plus rapidement possible les dommages causés par la tempête ou le verglas.

DU COURAGE

"Nous connaissons une année difficile", nous avoue le contramaître Jean-Claude Côté. "Le verglas qui est survenu au cours de la première semaine du mois de novembre a occasionnè des bis sur les lignes, les traverses et même les poteaux. Le service dans les mines a ètè coupé pendant neuf jours et en ville, la panne a duré environ six heures. Nous avons travaillé pendant trois semaines pour tout réparer et je pense qu'il y a au moins trois ans que nous n'avions pas connu de problèmes de cette envergure". Ainsi que le mentionnent les monteurs de ligne qui travaillent avec Jean-Claude Côté, la chouche de verglas était si épaisse qu'il suffisait parfois de toucher aux lignes pour que celles-ci se rompent immédiatement. Les nombreuses tempêtes que nous connaissons cette année et les températures particulièrement froides qui sévissent n'ont rien fait pour faciliter la tâche de ces hommes qui malgré tout, répondent chaque fois : "Présent à l'appel". Reconnaissons qu'il faut un courage très particulier pour grimper dans un poteau lorsque le thermomètre indique −35°C et que les vents atteignent 70 km à l'heure.

DU SAVOIR-FAIRE

Du courage, bien sûr, mais aussi beaucoup de savoir-faire et beaucoup de méthode. Nos monteurs de ligne à Schefferville ont un record de sécurité presque impeccable; chaque geste qu'ils posent est réfléchi et ils s'assurent, avant d'entreprendre une tâche, d'être en mesure de l'exécuter jusqu'au bout. Comme dit l'un d'entre eux: "C'est facile de grimper à un poteau mais il faut penser que personne ne viendra te chercher pour descendre". C'est pourquoi tous admettent que la première qualité d'un monteur de ligne est sa condition physique: en effet en période calme, ils travaillent le jour selon un horaire précis mais lorsque survient une urgence ils peuvent subitement

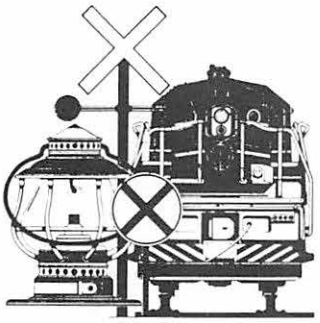
The biggest problem for linemen is freezing rain. Le problème numéro un, c'est le verglas.

être appelés à déployer un effort physique constant. Toujours selon eux, c'est le sens de l'initiative et la débrouillardise qui caractérisent ensuite leur métier. Ces gens doivent souvent prendre des décisions et se fier entièrement à leur expérience sans avoir l'occasion de consulter qui que ce soit. "Cependant" comme l'affirme le contremaître Jean-Claude Côté, "nous formons une équipe composée seulement de cinq employées, ce qui facilite le dialogue et l'échange d'information. Toute nouvelle idée concernant la technique ou les méthodes de travail est généralement discutée entre nous et de plus en plus, on constate que nos supérieurs sont attentifs aux suggestions qui proviennent de la base".

...ET BEAUCOUP DE FIERTE

En conversant avec Jean-Claude Côte, Doris Devost, Gaston Rioux et Denis Roussy, on constate rapidement qu'à Schefferville, nos monteurs de ligne sont fiers de l'ouvrage qu'ils font. Chacon affirme aimer ce travail qui selon eux n'est pas répétitif et qui comporte de nombreux défis à relever. "C'est un métier qui nous permet constamment d'apprendre", ajoute un des membres de l'équipe, et en général, les gars sont fiers lorsque le travail est bien fait. Par exemple, lorsque nous avons terminé l'installation d'une sous-station transportée de Ferriman à Ruth Lake, nous avons tous éprouvé un sentiment de satisfaction. Lorsque le problème du verglas a été réglé une fois pour toute, nous étions également très heureux et très fiers d'avoir mené à bien une tâche aussi considérable".

Nous saluons ces gens qui beau temps mauvais temps veillent au confort des résidants de Schefferville et à la bonne marche des opérations de la Compagnie minière IOC.



RAILROAD RETIREMENT INFORMATION

How Long Do Railroad Retirees Live?

Every 3 years, the US Railroad Retirement Board conducts studies of the longevity of its annuitants. The following questions and answers show the results of the most recent study, which indicates a continuing trend toward greater longevity after retirement.

(1) How long, on the average, do retired male railroaders live?

The most recent study indicates that, on the average, a male railroader on the Board's rolls at age 65 is expected to live another 14.4 years. The previous study had indicated a life expectancy of 14.2 years for 65 year-olds.

The life expectancy for a 65 year-old annuitant is the same regardless of whether he retired at age 65 or at age 60.

(2) Is it true that women tend to live longer than men?

Yes, on the average, women do live longer than men. This is shown both in the Board's life expectancy studies of male and female annuitants and by other studies of the general United States population.

For example, at age 65 a retired female railroader is expected to live 18.7 years, 4.3 years longer than a retired male railroader the same age.

(3) Are there any differences in life expectancies among retired female railroaders and wives and widows of railroaders?

Yes. The Board's studies indicate that wives and retired female railroaders tend to live slightly longer than widows. At age 65, wives and retired female railroaders have a life expectancy of almost 19 years compared to a life expectancy of almost 18 years for widows.

It's difficult to pinpoint the reason for this, but it may be that the life expectancy of widows is adversely affected by the changes in lifestyle and the intangible effects of bereavement brought about by the husband's death.

(4) How does the life expectancy of disabled annuitants compare with those who retired on the basis of age?

As would be expected, disabled annuitants have a shorter life expectancy, but the difference varies with age. At age 60, a disabled railroader has a life expectancy of about 6 years less than a nondisabled male annuitant of the same age.

(5) Do many retired railroaders live to be 100 years old?

Each year, just a few retired railroaders attain their 100th birthday. Currently, there are about 150 retired employees on the Board's rolls who are over 100 years old. According to the Board's records, several annuitants are more than 108 years old.

(6) Can an individual use life expectancy figures to predict how long he personally will live?

Not really. Life expectancy

figures are averages for large groups of people. Any particular individual's lifetime may be much longer or shorter than the life expectancy of his age and group.

The average male railroader retiring at age 65 can expect to live just past his 79th birthday, but from a group of 1,000, almost half will live until at least age 80. About ¼ will live to be age 85, and the last survivor from the group of 1,000 will probably live well past age 100.

(7) How do the life expectancies of railroad retirement annuitants compare with those of the general population?

While exact data were not available for direct comparison, the data that were available to the Board indicated no significant differences.

RRB Update slides now available

The Railroad Retirement Board's audiovisual program titled RRB Update is now available for loan to union local lodges and regional meetings of railway unions.

The program consists of 57 slides and a cassette tape and gives a basic review of the railroad retirement and railroad unemployment insurance programs along with its history and current benefit statistics. It comes fully assembled in a Kodak carousel slide tray. There is an operator's guide booklet and postage-free return mailing label. Any labor organization (locals, system boards, etc.) may request use of this program by writing our office. The desired showing date must be specified. A second-choice date is also advisable in case all the units are already out on loan.

Write to C. J. Chamberlain, labor member, Railroad Retirement Board, 844 Rush St., Chicago, IL 60611. Please allow about 4 weeks for delivery.

NEWS CONT'D.

compensating for the steel head piece which is eliminated.

The magnetic problem is present in all types of insulated joints, but is more severe where the non-metallic bar is used. In order to minimize the effects of this magnetism, when an insulated joint is installed, all filings and chips of steel must be cleaned off of the rail at that time. Also, some railroads use an insulating paint on the metallic portions of the joint and the rail ends to nullify the effect of steel shavings bridging out the insulation. The steel shavings will still be attracted by the magnetism, but the insulating material will prevent electrical conductivity between the rail ends. The only problem there is that you cannot cover all of the rail end to prevent this bridging.

Use of the preassembled, glued joint is, no doubt, the best answer to the insulated joint problem, but it still is necessary to maintain good ties and a good firm ballast section under the ties to eliminate problems.

With respect to track conditions in switches, the problem of maintaining proper adjustment of signal equipment such as power switch machines, spring switch mechanisms, switch circuit controllers and electric locks is primarily due to loose rail braces, worn switch rods and rail, and surfacing through the switch which all add to the potential for signal failures. Regular inspection by the track and signal forces, with appropriate remedial action performed in the event that repairs are necessary, is really the most appropriate method of handling.

The last item mentioned is kind of a catch-all category, which results in signal failures from inadequately maintained track structure. Some of the corrective measures that could be taken to eliminate trouble with bonding on worn rail would be to change the type of bonds. If railhead bonds were being damaged, use web bonds.

Poor ballast has a considerable effect on track circuits and if this should occur, the track circuits could be reduced in length or a different type of circuit could be employed. The preferred method, of course, would be to replace the ballast, which would benefit both track and signal.

Rail film, rust buildup are signs of potential shunt loss, writes F. A. Dirr, engineer signal maintenance, Long Island. Dirr says:

On lightly used lines, a build up of rail film and rust, especially immediately following a period of inclement weather, indicates a potential loss of shunt or particularly poor shunting of the track circuits involved.

Our experience has shown that the type "C" track circuit is very effective, due to its inherent design, in providing the highest shunting sensitivity under these conditions.

In addition, we have also used the primary-secondary relay combination to protect against any momentary loss of shunt where the potential of this track condition exists.

Consult RRB office if you plan to retire this year

Long-service career railroad employees planning to retire this year should check with their local Railroad Retirement Board district office to see if it may be advantageous, for railroad retirement annuity purposes, to retire prior to June 1, and have their annuity begin on a date in May rather than in the summer or fall months.

Certain maximum provisions in

the law limiting the amounts payable to employees and spouses can lessen or offset higher benefits that could otherwise be payable, depending on whether the employee's annuity beginning date is before or after June 1. Of the long-service rail employees currently eligible to retire, it is estimated that less than a third would be affected by this maximum provision. The extent to which their benefits would be affected would depend on their individual service and earnings credits and other factors.

While the Board is not urging early retirement, its district offices are advising prospective retirees in this regard when contacted for annuity estimates. Employees planning to retire this year should contact a Board office for information and assistance before June , if they have not done so already.

C&S to hold meeting in Chicago

The Communication & Signal Division, AAR, annual meeting will be held Monday through Wednesday, October 5-7, 1981, in the Palmer House in Chicago, Illinois.

As has been done in the past there will be exhibits of signal and communications equipment at this annual meeting. Exhibits are sponsored by the Railway Systems Suppliers, Inc.

Rail evangelists to meet in IN in July

"Uplifting Christ on the nation's railroads" is the objective of the Railroad Evangelistic Association. The 1981 national convention will be held July 20-24 at the International Friendship House at Winona Lake, Indiana. This is REA's 40th anniversary. All railroad and other transportation employees (both active and retired) and their families are invited to attend. Rooms and meals are available at a reasonable cost.

Obituaries

CORRECTION

Editor's Note: **John E. Payton,** retired signalman, is alive and well, we are happy to report. Unfortunately, we had been informed that he died and so published on page 50 of the March issue of *The Signalman's Journal.* Brother Peyton is at the Carewell Convalescent Home, 260 Dwight St., New Haven, CT 06519. Our apologies to Brother John of the former New Haven, and any of his friends who may be have been concerned over this report.

Brice H. Bradshaw, retired signal maintainer for the Southern at Columbia, SC, died last October. Brother Bradshaw had completed over 47 years of service when he retired in August, 1970. He was active in Brotherhood work and had served as a local chairman in Walters Lodge 110 and also had been a state legislative representative.

W. B. Brown, retired signalman for the Missouri Pacific in Buffalo, KS, died January 9, 1981. Brother Brown had completed 41 years of service when he retired in October, 1965. He was a member of Missouri Lodge 72.

Kenneth L. Hakes, retired signal maintainer for the Southern Pacific in Burbank, CA, died recently. Brother Hakes had completed 44 years of service when he retired in April, 1971. He was a member of Los Angeles Lodge 104.

Jesse Tolbert Harrison, retired signal maintainer for the Galveston, Houston & Henderson, died of a heart attack in his home on December 15, 1980. Brother Harrison was 76 years old. He had spent over 35 years in signal service. At one time he worked for the Texas & New Orleans Lines of the Southern Pacific at Houston. Later he transferred to the GH&H and served there as a signal maintainer for 25 years. Brother Harrison is survived by his wife, Eliene Harrison and one daughter, Mrs. Louise Posey of Houston and three granddaughters. Brother Harrison was a member of Gulf Coast Lodge 99.

Charles H. Hockman, retired signalman for the Baltimore & Ohio at Breese, IL, died December 1, 1980. Brother Hockman was 98 years old. Brother Hockman retired in March 1948 after serving more than 25 years in the signal service. He is survived by four daughters, Laura Gregory of St. Louis and Lorene Reeder, Maxine Hetzell and Charlene Schulte, all of Breese, IL; six grandchildren and six great-grandchildren. Brother Hockman was a member of Winton Lodge 94.

A. A. Pachar, retired signal maintainer for the Southern Pacific on the Houston division, has died. Brother Pachar was a member of Gulf Coast Lodge 99.

W. M. Robinson, signalman for the Southern and a member of Miller-Griffith Lodge 49, died in January, 1981.

C. C. Rose, a retired signal maintainer for the Southern at Rome, GA, died last year. Brother Rose had completed 20 years of service when he retired in August, 1964. He was a member of Miller-Griffith Lodge 49.

Kenneth M. Lacey, signal maintainer for the Norfolk & Western at Sorenton, IL, died November 17, 1980. Brother Lacey was a member of Local Lodge 169.

J. W. Morinaga, a signalman employed on the Union Pacific, died in December, 1980. Brother Morinaga was a member of Portland Lodge 155.

Harvey M. Shappard, retired signal maintainer for the Southern Pacific at Pomona, CA, died recently. Brother Shappard had completed 31 years of service when he retired in February, 1978. He was a member of Los Angeles Lodge 104.

James A. Smotherman, retired signalman for the Louisville & Nashville at Nashville, TN, has died. Brother Smotherman had completed 30 years of service when he retired in September, 1971. He was a member of Nashville Lodge 67.

John H. Stuart, retired assistant signal maintainer, for the former New York, New Haven & Hartford at Stamford, CT, has died. Brother Stuart had over 47 years of service when he retired in June, 1972. At the time of his retirement he was a member of Nutmeg Lodge 7, but he had been a trustee of former Local Lodge 34.

DID YOU KNOW

Hershey chocolates are made by members of Bakery and Confectionery Workers Local 464, in Hershey, Pa.

HOW to BUY

By Esther Margolius

Released by
Press Associates, Inc.

Coupons & food

Coupons are a form of advertising premiums. They are designed as an inducement to buy, and their ultimate aim is to increase product sales and a way to introduce new items.

Coupons may bring some small savings on a particular product at time of sale, or they may provide a rebate after purchase by a mail-in offer. However, because they encourage extra buying, consumers must learn to use them sparingly and wisely if they truly want to hold down rather than expand their outlay.

Many coupon clippers claim they have "made money" averaging as much as $150 to $200 monthly by using coupons. One enthusiastic exponent of coupon use noted, however, that it did require consumers to "buy the best products because only top brands offered the refunds." "You can't buy no-frills," she emphasized. The bulk of this savings is in the form of mail-in rebate.

Comparison shoppers challenge both the assumption that there are large savings through coupons, and that top brands are the only source of top quality.

One buyer for a major northeastern cooperative market stated flatly that the only time consumers might benefit from coupon use was by selective buying when double couponing was offered by stores. Nor was price and brand name alone a guarantee to quality. The buyer observed that many manufacturers and distributors of top brand names also contracted to supply the same merchandise under store brand labels.

Most of the time, experienced shoppers observed that coupon cash discounts were not significant enough to merit consumers buying higher priced brand names over lower-priced, lesser-known brands, store brands or even generic brands of known similar quality.

To check out the validity of these observations, researcher Sally Minshall made a random sampling of coupons, discounts and refunds appearing in just one issue of a NY-NJ metropolitan newspaper.

Some 40 coupons were found for on-the-spot cash discounts totaling $8.62 for such products as candy, dog food, peanut butter, jelly, frozen foods, canned goods, crackers, cookies and so on. An additional 14 mail-in refund certificates, usually requiring purchases of larger sizes or more than one item, would return some $11 in cash and about $5.35 in coupons for future purchases.

Choosing three combination cash discounts and mail-in refund offers, we found the actual in-store savings to be debatable when each product was compared with lower-priced other name brands or store brands of similar quality.

For example, a 75¢-off discount when purchasing a Butterball turkey also offered one mail-in "rebate" of another 75¢-off coupon, plus a 50¢ contribution to Easter Seals. A second Butterball mail-in offered a $3-off coupon when proof of purchase showed

the buyer had bought a 16-lb or over turkey.

Under 10-lb Butterball prices were $1.19 a lb; and were 99¢ a lb for over 10 lb. That week, another popular brand was on sale at 79¢ for 10 lbs and under, 69¢ for over 10 lb. Thus, a 16 lb Butterball would cost $15.84; a sale brand 16 lb turkey was $11.04, or a difference of $4.80. Even by applying the 75¢-off cash coupon, the Butterball still ran $4.05 extra.

A Folger's coffee cash coupon discount of 60¢, plus a mail refund of up to $2 cash, offered a better cash saving. If you purchased a 10 oz size for $5.29 less the 60¢, you could mail in the inner label along with a grocery sales slip. Folger's would refund you 10% of your total grocery bill on a minimum of $7.50, maximum of $20.00.

When we compared the Folger's 10 oz jar price with a standard store brand at $3.79 and a deluxe brand of $4.99, it was apparent there was a Folger's savings of 30¢ plus $1.85 ($2 refund minus 15¢ postage) mail refund over the top store brand. The standard store brand, though 90¢ less than the Folger's with discount, was still balanced out by 95¢ returned on mail refund.

In the third example, labels from a 28 oz jar of Jif peanut butter, plus one from a 32 oz jar of Welch's grape jelly or strawberry jam, would obtain a 65¢-off coupon for one loaf of bread. In-store cash coupons of 10¢ each for the Jif and jam also applied. Total costs for the Jif and Welch's jelly came to $3.30. Similar quality and quantity of store brands totaled $2.53. The 20¢-off coupons minus 15¢ postage for the 65¢-off bread coupon could not equal the 77¢ in-store savings realized from the store brand purchases.

For these three examples, you would need to spend $24.63 in order to redeem $1.55 in cash coupons and receive $1.85 cash refund by mail. You would also receive $3.65 in coupons for future purchases of specified merchandise. Had you bought the store brands, your minimum expenditure would have been $17.36, still giving you a $3.87 savings advantage over the coupon products. Even if you had received double value for your in-store coupons, your purchase of store brands without coupons would still leave you $2.32 ahead.

According to Nielson Clearing House, Clinton, IA, a redemption center for coupons, a total of 81.2 billion coupons were issued in 1979 and the all-media return on coupons was 4.5%, which figures that only 36,450,000 were returned.

Many retailers, according to *Supermarket News*, say it costs them a great deal in handling the coupons, additional bookkeeping and inventory control and money tied up too long. Further, many supermarkets say lower prices, rather than couponing, would benefit the consumer. Now the Internal Revenue Service states that the money stores receive on coupons is additional income and must be reported.

In the final analysis, lower prices and comparative shopping would help the consumer as well as the supermarket, rather than relying on coupons.

For all residents (US and Canada):

Form ML-1 Rev. 8/80

Please let us know your present address? If the mailing label on this issue of The Signalman's Journal does not agree with your present address, please tell us by filling out the form below, pasting or taping the old label in the space provided and mail the entire coupon to:

Brotherhood of Railroad Signalmen
Box U, Mt. Prospect, IL 60056

Name _____

Street or Box No. _____ **Apt. No.** _____

City _____ **State** _____ **Zip** _____
Province **Postal Code**

Local Lodge No. _____ **Certificate No.** _____

Retired Member _____ **Non-Member** _____

News from Washington

By Richard J. Calistri

The Reagan Administration gave the 97th Congress a budget bellyful to digest with an economic proposal which left much of the nation breathless. Liberals on both sides of the aisle were shocked at the "meat axe" approach to programs dealing with the poor and the aged. Many promised to fight the proposed budget cuts.

Be forewarned, however, that there are plenty in the Congress who think the Reagan economics are merely a first step. Senator Jesse Helms (R., NC), darling of the most virulent element of the right-wing, said Reagan's cuts were acceptable "as far as they went."

Helms is a powerful man in the newly-Republican Senate, heads up the Committee on Agriculture which has a lot to say about welfare programs, food stamps in particular.

Senator Harrison J. Williams, Jr., (D., NJ), was quick to point out that one of the cornerstones of the Reagan economic plan — the decontrol of oil — already is having a "devastating" impact on the nation, especially on the poor who bear the heaviest burden of price increases for gasoline and heating oil.

Williams is joining in a suit to block decontrol.

Senator Gary Hart (D., CO) said that Reagan's proposal is "just too great a gamble for the country to take at this time."

There were similar expressions of doubt from members of the House of Representatives, still in control of the Democrats.

What does all of this mean to the railroad worker? Let's take a look.

The Reagan budget proposals call for tax cuts over the next three years — a fact which could cause many of us to cheer and throw our hats in the air. Ah, yes, but there's a hooker. The cuts in individual income tax rates — while welcome in any amount — favor the rich rather than the middle class, favor big business instead of the working man and woman.

In addition, many economists feel that any tax cut may simply fuel the inflationary fires.

The budget axe hit many federal programs. There could be tough new standards for unemployment compensation; a "means test" for welfare recipients; big cuts to school districts and in school lunch programs; big cuts in college student aid.

And there will be big, big cuts in aid to the railroad industry. The administration proposed ending all aid to Conrail and rural freight lines, slashing subsidies to Amtrak and cutting back on reconstruction of the Washington-Boston corridor.

In fact, there is talk in Washington these days that the White House doesn't give a hoot about rail passenger service and will make no effort to save any long distance concepts. The only thing the Reagan Administration is interested in, it seems, is the short distance, corridor concept. Which makes you wonder how come the budget calls for a curtailment in the Washington-Boston corridor?

That brings us down to the nitty-gritty, right? Cuts in Amtrak, cuts in Conrail, cuts in any part of the railroad industry spell just one thing — cuts in jobs. There is no doubt that without federal money to help — the same kind of subsidies that waterways, highways for trucks, and airlines have gotten for so many, many years — without that help the railroad industry as we know it is due to become the incredible shrinking industry, reduced in size before our very eyes.

As the full force of this sinks in — unemployment in a shrinking industry, an end of rail service to many parts of the nation — Congress is beginning to sound an alarm. US Representative James Florio (D., NJ), chairman of the House transportation and commerce subcommittee, said "the proposals . . . are literally insane . . ."

Beth Hilson, a spokesman for the Federal Railroad Administration, virtually disowned the whole proposal. "It's not our budget," she said, "it's OMB's . . ."

Meanwhile, as the chatter continues, rail unions are preparing for the fight of their lives — to save the jobs of members, to save an industry for the nation.

Defense dept silent on rrs

Through all of the table pounding and finger shaking over the Reagan Administration's proposal to virtually eliminate railroad passenger service in the United States, one very wealthy federal agency has remained strangely silent. That's the US Department of Defense.

Americans old enough to remember recall that the nation's railroads played a big part in the winning of World War II. Many of us — either as part of the armed forces or as civilians or as railroad workers — remember the long troop trains which moved back and forth across the country. Sometimes we even see stories of how whole communities would turn out to greet a briefly-stopping troop train with food and gifts and love.

Apparently that kind of American patriotism is to be wiped out by the Reagan Administration with the wipe-out of rail passenger service. And it doesn't seem to

bother anyone in the Defense Department — at least from what we can see and hear. In all the hearings on Capitol Hill on how deep the slash should be in railroad aid, no DOD representative has stepped forth to remind the administration and Congress that railroads are a key part of our national system of defense.

It would seem that, in the future, when it becomes necessary to move millions of troops quickly and efficiently from one coast to the other, the Defense Department will move them by plane — if we have any fuel for planes — or by bus. Certainly not by passenger trains because the national system of passenger service will be totally dead by then, killed by lack of interest on the part of the Reagan Administration.

Recently, the question of the railroads' role in national defense was raised in the *Burlington Northern NEWS,* an employee publication. Written by Assistant Editor Lynn Callahan, the article poses this question:

"Suppose two major world powers declare war. In what threatens to become a global conflict, the United States is called upon to defend its allies. Would the country be ready?"

The answer, according to the BN writer, depends on the US transportation industry — the industry's readiness to move troops, supplies and equipment to the nation's ports for overseas departure.

The article points out that during the first 30 days of any such emergency, more than 1 million tons of ammunition, food and weapons of all types must be moved. "The timely response of the industry" to this responsibility is "synonymous with success" according to an expert quoted.

The *BN NEWS* piece notes that, historically, "railroads have played a major role in national emergencies — with mixed results. The federal government took control of the railroads in 1917 to coordinate more effectively the flood of new traffic during World War I. But service was chaotic and, in the 26 months that followed, the government lost nearly $2 million a day. Back in private hands during World War II, the railroads carried all military freight and 97% of the troops with no major problems — that's twice the freight and four times the passenger load of pre-war levels."

A company spokesman makes it clear the BN would be prepared to meet the transportation challenge of a national emergency. "We hope it never happens," he said, "but BN is a healthy, viable railroad. If we had to go to war, we'd be ready."

Still, as a sidebar to the article, the magazine ran a short piece entitled "Moving the Military: Homeward Bound." It told about 600 soldiers from Ft. Leonard Wood, Mo., going home for the 1980 Christmas holidays via a special Amtrak train.

The special train was months in the planning and there was only enough equipment available to accommodate 600 soldiers. "We could have sold two or three times as many tickets if equipment had been available," said an Amtrak spokesman.

There's the rub, right? If the Reagan Administration and Congress kill the nation's railroad passenger system — such as it is — what will be available in time of emergency? Will a troop train be "months in the making," as was the special from Ft. Leonard Wood?

We certainly hope that the Defense Department — which seems to get just about anything it wants these days — will speak up soon in defense of the railroads. There may not be time for us to say "I told you so" later on.

ITEM: The head of the American Trucking Association is warning trucking company executives that the Association of American Railroads has set up a "multi-million dollar war chest" to pursue increased truck taxes and to fight increased truck size and weight proposals.

We don't know about any AAR fund of such a nature but we do know that the New York Times recently editorialized that it's about time for trucks to "pave their own way."

ITEM: The Department of Transportation has expressed concern over preserving competition and essential services in the N&W-Southern merger bid. DOT wants evidence on how the merger would affect competitors.

ITEM: The US Supreme Court says that a shipper may not sue a railroad for damages in a state court in a rail line abandonment case after the ICC gives its okay to the abandonment. Shippers have to appeal either to the ICC or to federal courts, the high court said in an unanimous decision.

Budget comments from Congressman Simon

This month, Congressman Paul Simon, from Illinois' 24th district, has some timely comments on the United States budget. Here is his *p.s. Washington* column for March 15-21.

Budget questions dominate Washington discussions these days, and some crucial decisions will be made during the next few weeks which will impact on the lives of every American. Here are the questions I hear most often and my answers:

Is the President right in urging budget restraint?

Yes. We have to have it. There is little disagreement among members of Congress on that. We have to stop the year-after-year habit of deficits.

Does that mean that you favor all of the cuts the President wants?

I do not, though I respect his courage in not just giving the nation a lecture, but being very specific in where he wants the cuts. That shows a leadership quality I like.

But many of the cuts were determined hastily, without time to consider their long-range impact. Congress now is weighing that. My guess is that we will end up with about the same deficit figure the President has suggested, but shifting the priorities somewhat. The President probably will get about two-thirds what he asks for.

Is it true that the budget cuts weigh more heavily on the poor than on anyone else?

About half the budget cuts will fall on those below the poverty line.

Do you favor the income tax cut?

The most important task is getting inflation under control. There is a real danger that the tax cuts will result in greater demand and more inflation. So I am approaching this area with great caution. Tax cuts are popular, but right now they can also be dangerous. I favor some limited tax cuts which encourage savings, and which take some other steps which would be anti-inflationary, but before we take action that makes great speech material back home, we should weigh carefully the advice of people like the chairman of the Federal Reserve, Paul Volcker, and the former chairman, Arthur Burns, both of whom advise us to proceed with great care and prudence. We don't want to make inflation worse.

Is there a possibility that interest rates will be reduced?

The Reagan administration is optimistic on this, but I am less so. Here the tax cut becomes important. The greater the tax cut, the greater the deficit we will have. That forces the federal government to borrow more, sending interest rates up rather than down. But I hope my guess on interest rates is wrong and that the administration is right.

Is there any other way to reduce interest rates in addition to reducing the deficit?

There are two other ways: print more money, which is highly inflationary, or put limits on credit, which is not popular, but which I personally believe would be better than the high interest rates. It would consist of basically two things: some restrictions on credit cards and a requirement for a percentage down to purchase any major item, perhaps a 15 percent requirement. My guess is that the lower interest rates, even with the down payment requirement, would help the automobile and housing industries, the two most critical industries. And it would encourage savings, a major problem we now have.

Lewis explains DOT budget cuts to House subcommittee

US DOT budget cuts were explained by Andrew L. Lewis, secretary of transportation, before the House of Representatives Appropriations Subcommittee on Transportation. Speaking about fiscal year 1982 (spending that would end on September 30, 1982), Lewis said the Administration is asking for a DOT budget authority of $19.2 billion, a savings of nearly $5 billion. An abstract of Lewis' testimony on March 16, follows:

We cannot defend or justify "business as usual" when doing so entails the continuation of programs that serve no useful purpose, regulations that are more trouble than they are worth, and subsidies that benefit a select few at the expense of every taxpayer.

We have three policy goals in view: One, to define the proper role of the Federal government in transportation matters. Over the years, the Federal government has tried to do too much. In attempting, first, to assist the various modes in their formative years, and then — second — to effect social and economic changes through transportation programs, Washington has encroached on state and local prerogatives and intruded into areas of private sector responsibilities.

We must come back, I believe, to the realization that the nation's transportation needs can be met in large part by the private sector. When the private sector is allowed to operate competitively, with minimum regulation and maximum efficiency, the public will be better served and the cost to the taxpayer will be greatly reduced.

Two; a corollary policy goal is to return to the states, counties, and local jurisdictions the autonomy to deal with the transportation issues that concern their citizens alone. Public transit falls into this area, as do our secondary roads and our airports. While some overall Federal assistance may be in order, the Federal government — as a rule — should not try to dictate transportation choices that concern only the people of a region, city or community.

Three; to phase out, reduce or eventually eliminate Federal subsidies to those systems and services that should be self-supporting — paid for by those who use or benefit from them. The only justifiable exceptions to this rule, in my view, are those services that benefit society as a whole.

For the Federal Railroad Administration, our budget calls for $1.04 billion in FY 1982, a rather substantial reduction — $795 million — in the funds requested in the Carter budget. We do so in the belief

that the costs to the taxpayers for the operation of certain rail services are far out of proportion to the benefits accruing to the general public.

There are four areas of rail operations that particularly concern us.

First, Conrail — we believe — must be redefined. To date Conrail has cost the taxpayers more than $3 billion and its prospects for profitability, in its present form, remain doubtful.

We realize, of course, that the region served by Conrail must have rail freight service. But whether that service should continue to be provided by a government supported corporation, returned to the private sector intact, or restructed in some manner is a question that must soon be answered.

Second, Amtrak — after 10 years of operation — has failed to attract more than one percent of the traveling public and has fallen far short of paying its own way. In fact, Amtrak passengers pay only 40% of the operating costs. The future of rail passenger service lies in service along well-traveled high-density corridors, where traffic levels along with funds provided by states and communities can cover a high percentage of the operating costs.

Third, we are reorienting the Northeast Corridor project to emphasize safety and reliability at a reasonable speed rather than high-speed service as the primary objective. Seventy-five percent of Corridor riders are commuters who travel short distances. Dependability and convenience are more important to them than speed. By cutting out electrification and some of the other more costly rail improvements the high-speed criterion would have dictated, we can save $310 million over the next four years.

Fourth, we propose to eliminate the Federal rail assistance program for low volume branch lines. Since the benefits have been primarily local, this program is another example of Federal involvement in matters better relegated to state and local responsibility. We have proposed application of the $80 million appropriated in 1981 to finance spending supplementals and we propose no funding in 1982.

For other rail programs, we are requesting a total of $220 million to fund administrative costs, Railroad Safety, Minority Business Resource Center, Railroad Restructuring, and Research and Development at about their 1981 appropriated levels.

For the Urban Mass Transportation Administration, we are proposing $3.769 billion in 1982, a reduction of nearly $1.4 billion from the Carter budget.

Transit funds should be directed to where the public benefit is clearly demonstrated. Capital expenditures will be targeted to systems already under construction, or to those that are already an effective part of an urban transportation network. In this way, bus and existing rail systems will receive much needed funds for rehabilitation and modernization.

Second, we will maintain mass transit operating subsidies at the projected levels for 1982, but begin phasing out these subsidies in 1983 with the purpose of ending them by 1985. To cushion the temporary difficulties caused by this phase-out of Federal assistance, the remaining transition funds will be concentrated on those large urban areas that provide the most transit service.

Based on our review, we believe it is very important for operation costs to be tied closely to the communities and to allow those communities to determine transit fares, service levels, labor practices and other issues of local concern.

Blanchette talks to Senate about FRA 1982 budget

Speaking to the Senate about the Federal Railroad Administration 1982 budget, Robert W. Blanchette, FRA administrator, said the FRA budget request is some $794.2 million less than the previous administration's budget for FY 1982. The amended FRA budget is $1,040,521,000. An abstract of his comments appear below:

Our highest priority, of course, will be to continue to ensure the safe operation of passenger and freight trains. FRA's primary long term mission is to protect the public and the railroad employees. Our FY 1982 request contains sufficient funds and personnel to carry out this mission.

The safety record for 1980 represents an improvement over the previous year and we intend to continue this trend. Preliminary estimates indicate a 13.8% drop in accidents and a 16.6% decrease in casualties. Since these decreases exceed a 6.9% decline in train miles, there is reason to believe that safety efforts by the railroads and by FRA are paying off.

Much attention has been focused in recent years to the flow of hazardous materials through our cities and towns, creating fears of a catastrophic event. The Office of Safety considers the inspection of railroads which carry hazardous materials of critical importance. Progress is being made. For example, the retrofit of "112/114" tank cars is now complete, thereby reducing the risk of releasing many of the most dangerous commodities.

The balance of FRA's regulatory review will aim to clarify and modernize FRA's existing safety regulations. The cost-effectiveness of many existing regulations is questionable. These rules are being reviewed and, wherever possible, less costly means of achieving comparable levels of safety will replace them.

Last year, FRA thoroughly reviewed the management of its safety activities. Federal and state inspection efforts are more closely coordinated than in the past. Each Regional Director of Safety, with the cooperation of the participating states, is now responsible for developing a regional inspection plan which will be incorporated into a national plan. This will ensure tighter management and a consistent national direction. The cost-effectiveness of inspector activities has been improved by providing the inspectors with information detailing accident rates by accident cause for each railroad division. Federal and state inspectors have also been provided with route specific information on the amount of hazardous materials being carried.

During Fiscal Year 1980, FRA continued to provide assistance to the freight railroads for track, facilities, and equipment under Title V of the 4R Act. This involved rehabilitation and track upgrading on several marginal railroads including the Chicago & North Western, Illinois Central Gulf, Milwaukee, and Boston & Maine. In addition, funding of the Southern Pacific's Tucumcari line project was approved in order to bring the former Rock Island line up to acceptable standards. A total of 2900 miles of the Nation's mainline system have been rehabilitated, and projects to repair 11,163 freight cars and 148 locomotives have been completed since inception of the Title V program. These figures reflect increases of 61%, 24%, and 11%, respectively over Fiscal Year 1979 levels.

In the past year we have made considerable efforts to encourage solvent railroads and state governments to participate in physical and corporate restructuring of the Midwest bankrupt railroads. Much of FRA's restructuring effort has been devoted to the Milwaukee, and to the continuation of service on segments of the Rock Island through acquisition by other carriers. Our efforts have resulted in railroads providing interim service, at no cost to the Government, on over 65% of the Rock Island's trackage which serves 85% of its traffic base. On the Milwaukee, nearly 90% of its former western lines traffic is being served by interim operators or railroads which have acquired the properties.

We recommend that the Local Rail Service Assistance program be terminated in FY 1981. The major objectives of the program have been fulfilled.

The Northeast Corridor Improvement Project budget has been reduced. This decision recognized that some parts of the Project are not essential and should be deleted in keeping with the guidelines of the Passenger Railroad Rebuilding Act of 1980. In effect, the budget has been cut by removing from the project certain features which benefit primarily high speed operations and which are located in areas where traffic is not as dense as others. At the same time, we have retained those parts of the program which are of most direct benefit to intercity and commuter users. As a result, we will reduce trip times but not quite to the extent originally projected. We will still have safe, reliable service.

Improvement work will be refocused toward the most heavily traveled segments of the corridor, electrification will be eliminated east of New Haven, the existing signaling system will be repaired rather than replaced, and the scope of the bridge rehabilitation effort will be reduced. The savings from these changes in program scope will amount to $310 million over the next four years.

The total proposed FY 1982 budget request for FRA is $1,040,521,000 which represents a $794,239,000 reduction. Excluding Amtrak, the total is $427,521,000, representing a $414,239,000 reduction from the January budget request.

For railroad safety our revised request total $26,904,000 and 421 permanent positions. The enforcement of safety laws and regulations will be accomplished by approximately 135 state and 331 Federal inspectors.

The current authority for Section 505 Rail Restructuring Assistance Program (redeemable preference shares) expires at the end of FY 1982. To date, $555 million has been appropriated, a $50 million supplemental appropriation for FY 1981 has been requested; and $110 million is requested for FY 1982. Of the amounts appropriated, total obligations in the amount of $456 million have been made as of January 1981 and the work is either completed or underway. Of the $1.4 billion authorized for this program, $200 million is reserved for transfer to the United States Railway Association for use by Conrail in establishing a voluntary annuity program to reduce the size of its work force. We are requesting $25 million in an FY 1981 supplemental to fund a pilot program and $50 million in FY 1982 for the first phase of the full program.

Of the $98.9 million in preference share funds currently available, $38 million is reserved for acquisition and rehabilitation of Rock Island lines by noncarrier entities in accordance with the Rock Island Railroad Transition and Employee Assistance Act.

The requested FY 1982 appropriation will permit consideration of funding for: Phase II of the Midwest grain lines projects to bring the track structure up to minimum standards for 40 mph operations of unit grain trains; Phase II of the Southern Pacific's Tucumcari line project to bring that former Rock Island line up to a higher speed to provide improved service; rehabilitation of other Rock Island properties in Kansas, Iowa, Oklahoma, Arkansas, Louisiana and Texas; feeder line projects and rehabilitation of the most essential lines of the Delaware & Hudson and lines acquired by other railroads due to Conrail restructuring.

American labor has a most interesting history

Editor's Note: This brief history of American labor was published in the March 1981 issue of *Federationist,* one of AFL-CIO's many publications. It is an interesting and well-founded reminder of the fine heritage of the trade union movement in the United States.

This brief history of the 100 years of the modern trade union movement in the United States can only touch the high spots of activity and identify the principal trends of a "century of achievement." In such a condensation of history, episodes of importance and of great human drama must necessarily be discussed far too briefly, or in some cases relegated to a mere mention.

What is clearly evident, however, is that the working people of America have had to unite in struggle to achieve the gains that they have accumulated during this century. Improvements did not come easily. Organizing unions, winning the right to representation, using the collective bargaining process as the core of their activities, struggling against bias and discrimination, the working men and women of America have built a trade union movement of formidable proportions.

Labor in America has correctly been described as a stabilizing force in the national economy and a bulwark of our democratic society. Furthermore, the gains that unions have been able to achieve have brought benefits, direct and indirect, to the public as a whole. It was labor, for example, that spearheaded the drive for public education for every child. The labor movement indeed, has served as a force for American progress.

American labor's 2nd Century

Now, in the 1980s, as the American trade union movement looks toward its second century, it takes pride in its first "century of achievement" as it recognizes a substantial list of goals yet to be achieved.

In this past century, American labor has played a central role in the elevation of the American standard of living. The benefits which unions have negotiated for their members are, in most cases, widespread in the economy and enjoyed by millions of our fellow citizens outside the labor movement. It is often hard to remember that what we take for granted — vacations with pay, pensions, health and welfare protection, grievance and arbitration procedures, holidays — never existed on any meaningful scale until unions fought and won them for working people.

Through these decades, the labor movement has constantly reached out to groups in the American society striving for their share of opportunity and rewards . . . to the blacks, the Hispanics and other minorities . . . to women striving for jobs and equal or comparable pay . . . to those who work for better schools, for the freedom of speech, press and assembly guaranteed by the Bill of Rights . . . to those seeking to make our cities more livable or our rural recreation areas more available . . . to those seeking better health for infants and more secure status for the elderly.

Through these decades, in addition, the unions of America have functioned in an economy and a technology marked by awesome change. When the Federation of Organized Trades and Labor Unions gathered in convention in 1881, Edison had two years earlier invented the electric light, and the first telephone conversation had taken place just five years before. There were no autos, no airplanes, no radio, no television, no air conditioning, no computers or calculators, no electronic games. For our modest energy needs — coal, kerosene and candles — we were independently self-sufficient.

The labor movement has seen old industries die (horse-shoeing was once a major occupation) and new industries mature. The American workforce,

once predominantly "blue collar," now finds "white collar" employees and the "grey collar" people of the service industries in a substantial majority.

The workforce in big mass production industries has contracted, and the new industries have required employees with different skills in different locations. Work once performed in the United States has been moved to other countries, often at wage levels far below the American standards. Multinational conglomerate corporations have moved operations around the globe as if it were a mammoth chessboard. The once thriving U.S. merchant marine has shriveled.

A new kind of "growth industry" — consultants to management skilled in the use of every legal loophole that can frustate union organizing, the winning of representation elections, or the negotiation of a fair and equitable collective bargaining agreement — has mushroomed in recent years, and threatens the stability of labor-management relationships. A group of organizations generally described as the "new right" enlist their followers in retrogressive crusades to develop an anti-union atmosphere in the nation, and to repeal or mutilate various social and economic programs that have brought a greater degree of security and peace of mind to the millions of American wage earners in the middle and lower economic brackets.

Resistance to modest proposals like the labor law reform bill of 1977, and the use of lie detectors and electronic surveillance in probing the attitudes and actions of employees are a reminder that opposition to unions, while changing in style from the practices of a few decades ago, is still alive and flourishing — often financed by corporate groups, trade associations and extremist ideologues.

Yet through the dizzying process of change, one need remains constant — the need for individual employees to enjoy their human rights and dignity, and to have the power to band together to achieve equal collective status in dealing with multi-million and multi-billion dollar corporations. In other words, there is no substitute for the labor union.

American labor's responsibility in its second century is to adjust to the new conditions, so that it may achieve optimum ability to represent its members and contribute to the evolutionary progress of the American democratic society.

AFL-CIO President Lane Kirkland expressed that concept in his formal statement on labor's centennial in 1981:

"Labor has a unique role in strengthening contemporary American society and dealing adequately and forcefully with the challenge of the future.

"We shall rededicate ourselves to the sound principle of harnessing democratic tradition and trade union heritage with the necessity of reaching out for new and better ways to serve all working people and the entire nation."

Toward a Federation of Labor

The roots of our country's trade unions extend deep into the early history of America. Several of the Pilgrims arriving at Plymouth Rock in 1620 were working craftsmen. Captain John Smith, who led the ill-fated settlement in 1607 on Virginia's James River, pleaded with his sponsors in London to send him more craftsmen and working people.

Primitive unions, or guilds, of carpenters and cordwainers, cabinet makers and cobblers made their appearance, often temporary, in various cities along the Atlantic seaboard of colonial America. Workers played a significant role in the struggle for independence; carpenters disguised as Mohawk Indians were the "host" group at the Boston tea Party in 1773. The Continental Congress met in Carpenters Hall in Philadelphia, and there the Declaration of Independence was signed in 1776. In "pursuit of happiness" through shorter hours and higher pay, printers were the first to go on strike, in New York in 1794; cabinet makers struck in 1796; carpenters in Philadelphia in 1797; cordwainers in 1799. In the early years of the 19th century, recorded efforts by unions to improve the workers' conditions, through either negotiation or strike action, became more frequent.

By the 1820's, various unions involved in the effort to reduce the working day from 12 to 10 hours began to show interest in the idea of federation — of joining together in pursuit of common objectives for working people.

Puny as these first efforts to organize may have been, they reflected the need of working people for economic and legal protection from exploiting employers. The invention of the steam engine and the growing use of water power to operate machinery

were developing a trend toward a factory system not much different from that in England which produced misery and slums for decades. Starting in the 1830s and accelerating rapidly during the Civil War, the factory system accounted for an ever-growing share of American production. It also produced wealth for a few, poverty for many.

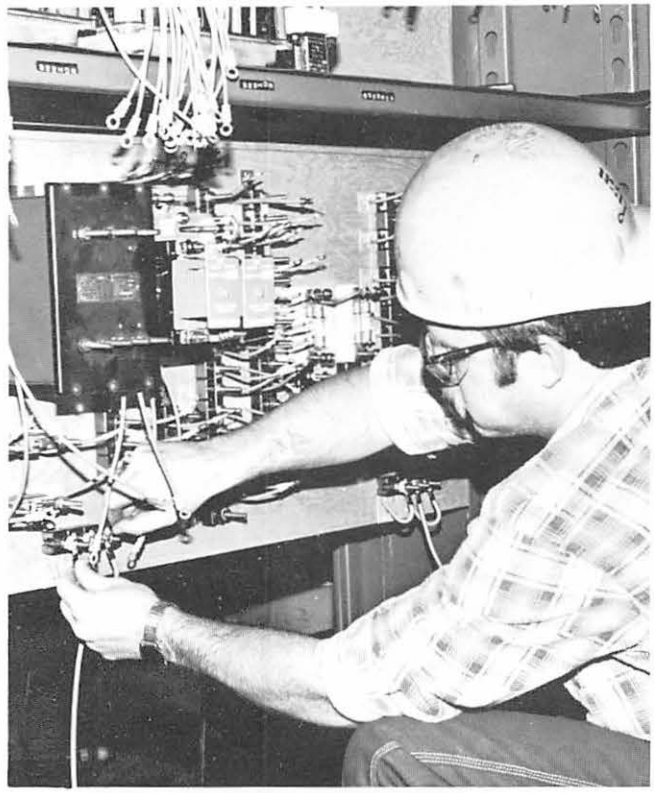
With workers recognizing the power of their employers, the number of local union organizations increased steadily during the mid-19th century. In a number of cities, unions in various trades joined together in city-wide federations. The National Trades' Union, formed in 1834 by workers in five cities, was an early attempt at countrywide federation — but the financial panic of 1837 put an end to its efforts. In 1866 several national associations of unions functioning in one trade — printers, machinists, stone cutters, to name a few — sent delegates to a Baltimore meeting that brought forth the National Labor Union. Never very strong, it was a casualty of the sweeping economic depression of 1873.

Five years later, the Knights of Labor captured the public imagination. The Knights were an all-embracing organization committed to a cooperative society. Membership was not limited to wage earners; it was open to farmers and small business people — everybody, that is, except lawyers, bankers, stockbrokers, professional gamblers and anyone involved in the sale of alcoholic beverages. The Knights achieved a membership of nearly 750,000 during the next few years, but the skilled and unskilled workers who had joined the Knights in hope of improvement in their hours and wages found themselves frustrated by the Knights' vague organization structure, by its officers' aversion to strikes against employers and by its leaders' reliance on the promise of future social gains instead of the hard day-to-day work of building and operating a union organization. So the stage was set for the creation of a down-to-earth, practical labor federation which could combine long range objectives of a better society with the practical activity of day-to-day union functions.

Federation of Organized Trades & Labor Unions

The first practical step in response to the need for a united labor movement was a meeting of workers' representatives from a few trades and industries at Pittsburgh on Nov. 15, 1881. The delegates came from the carpenters, the cigar makers, the printers, merchant seamen, and the steel workers, as well as from a few city labor bodies and a sprinkling of delegates from local units of the Knights of Labor.

The new Federation of Organized Trades and



Labor Unions which they created had a constitution inspired by that of the British Trades Union Congress — which then was about a dozen years old. Its principal activity was legislative, its most important committee was concerned with legislation. The chairman of that committee was 31-year-old Samuel Gompers of the Cigar Makers Union, serving in the earliest phase of a career that was to make him the principal leader and spokesman for labor in America for the next four decades.

The Federation of Organized Trades and Labor Unions was a good deal less than a strongly effective organization. In its third year, it collected just $508 in dues, and its 1884 convention brought together merely 18 delegates. Yet its fingers were clearly on the pulse of America's working class; it passed a resolution decreeing that "eight hours shall constitute a legal day's labor from and after May 1, 1886." It recommended to its affiliated unions that they "so direct their laws as to conform to this resolution by the time named." In the words of a much later cliché, the federation's call for the 8-hour day was clearly "an idea whose time had come." It touched off, or accelerated, a strong and vociferous national clamor for the shorter work week.

Despite the popularity of that call for action, Gompers and a number of his associates — among them, particularly, Peter J. McGuire of the Brotherhood of Carpenters — felt the time had come for reorganizing the Federation to make it a more effective center for the trade unions of the country. So, on Dec. 8, 1886, they and a few other delegates

met in Columbus, Ohio, to create a renovated organization.

It was at this meeting that the American Federation of Labor evolved from the earlier Federation of Organized Trades and Labor Unions. The action was a giant step forward toward the development of a modern trade union movement in America. Gompers was elected president, McGuire secretary. Gompers, born in 1850, came as a boy with his parents to America from the Jewish slums of London; he entered the cigar-making trade and received much of his education as a "reader" — a worker who read books, newspaper stories, poetry and magazine articles to fellow employees to help break the monotony of their work in the shop — and became a leader of his local union and of the national Cigar Makers Union.

A statement by the founders of the AFL expressed their belief in the need for more effective union organization. "The various trades have been affected by the introduction of machinery, the subdivision of labor, the use of women's and children's labor and the lack of an apprentice system — so that the skilled trades were rapidly sinking to the level of pauper labor," the AFL declared. "To protect the skilled labor of America from being reduced to beggary and to sustain the standard of American workmanship and skill, the trades unions of America have been established."

The leadership of the early labor movement showed a keen awareness that the unions could not succeed with a "men only" philosophy, even though men were then the clearly dominant element in the labor force. In 1882 the Federation extended to "all women's labor organizations representation . . . on an equal footing." Even more explicitly — and rather grandiloquently — the AFL convention in 1894 adopted a resolution that "women should be organized into trade unions to the end that they may scientifically and permanently abolish the terrible evils accompanying their weakened, unorganized state; and we demand that they receive equal compensation with men for equal services performed."

The new AFL, with its 300,000 members in 25 unions, came on the national scene in a time of discord and struggle. Earlier in 1886, railroad workers in the Southwest had been involved in a losing strike against the properties of Jay Gould, one of the more flamboyant of the so-called "robber barons" of the post-Civil War period. On May 1, 1886, some 200,000 workers had struck in support of the effort to achieve the 8-hour day.

While the national 8-hour-day strike movement was generally peaceful, and frequently successful, it led to an episode of violence in Chicago that resulted in a setback for the new labor movement. The McCormick Harvester Company in Chicago, learning in advance of the planned strike, locked out all its employees who held union cards. Fights erupted and the police opened fire on the union members, killing four of them. A public rally at Haymarket Square to protest the killings drew a large and peaceful throng. As the meeting drew to a close, a bomb exploded near the lines of police guards, and seven of the uniformed force were killed, with some 50 persons wounded. The police began to fire into the crowd; several more people were killed and about 200 were wounded.

Eight anarchists were arrested and charged with a capital crime. Four were executed; four others were eventually freed by Gov. John P. Altgeld of Illinois after he concluded that the trial had been unfairly conducted. No one knows for certain who planted the bomb. But as Gompers ruefully commented some time later: "The bomb not only killed the policemen, but it killed our eight-hour movement for a few years after."

The new AFL, breaking with the cloudy organizational structure that had hampered the Knights of Labor and other previous attempts at federation, placed emphasis on the autonomy of each affiliated union in its jurisdiction, and encouraged the development of practical collective bargaining to gain improvements for the membership. But it takes two to make collective bargaining work — employers and workers — and as American industry moved into a period of immense growth and power in the latter part of the 19th century, the lords of industry were little inclined to negotiate with the unions of their employees. The Sherman Antitrust Act, designed to break up the power of monopoly corporations, was used very strongly against small unions, contrary to its intent. And so, the companies grew in strength while their lawyers fought successful rearguard actions to make the law inoperative.

Thus the decade of the 1890s and the early years of the 20th century witnessed many intense struggles between essentially weak unions seeking to liberate their members from back-breaking toil under often unsafe and unhealthy working conditions for very low wages, and powerful corporations with heavy financial resources, the active or passive support of the government and its police forces, and the backing of much of the press and the general public. It was a perfect climate for union-busting and violence.

In 1891 steel boss Henry C. Frick broke a Pennsylvania strike of coke oven workers seeking the 8-hour day. But that was just a warmup event for Frick, who as head of the Carnegie Steel Company in 1892 ordered a pay cut ranging from 18 to 26 percent. The Amalgamated Association of Iron & Steel Workers — one of the strong unions of the period — called a strike at the Carnegie plant at Homestead,

Pa., to seek a rescinding of the cut in wages. Pitched battles followed between the strikers and a boatload of 300 armed Pinkerton detectives. The strikers won the battle and the Pinkertons retreated, with a death toll of seven workers, three strikebreakers and scores of wounded. The state militia then took over the town. Indictments poured out, but no one was convicted; and Frick had succeeded in breaking the strike.

The next big confrontation, in 1894, was at the Pullman plant near Chicago. The American Railroad Union — not affiliated with the AFL and led by Eugene V. Debs, a leading American socialist — struck the company's manufacturing plant, and called for a boycott of the handling of Pullman's sleeping and parlor cars on the nation's railroads. Within a week, 125,000 railroad workers were engaged in a sympathy protest strike. The goverment swore in 3,400 special deputies; later, at the request of the railroad association, President Cleveland moved in federal troops to break the strike — despite a plea by Gov. Altgeld of Illinois that their presence was unnecessary. Finally a sweeping federal court injunction forced an end to the sympathy strike, and many railroad workers were blacklisted. The Pullman strikers were essentially starved into submissive defeat.

The strike illustrated the increasing tendency of the government to offer moral support and military force to break strikes. The injunction, issued usually and almost automatically by compliant judges on the request of government officials or corporations, became a prime legal weapon against union organizing and action.

A testing period and growth

A better method of federal intervention occurred during a 1902 strike of anthracite coal miners, under the banner of the United Mine Workers. More than 100,000 miners in northeastern Pennsylvania called a strike on May 12, and kept the mines closed all that summer. When the mine owners refused a UMW proposal for arbitration, President Theodore Roosevelt intervened on Oct. 3, and on Oct. 16 appointed a commision of mediation and arbitration. Five days later the miners returned to their jobs, and five months later the Presidential Commission awarded them a 10 percent wage increase and shorter work days — but not the formal union recognition they had sought.

The difficulties that unions experienced in fashioning their strategies for bringing workers into membership and fighting low-wage non-union competition could best be observed in a long court fight which became nationally known as the Danbury Hatters case. In 1902, the AFL hatters union instituted a national boycott of a non-union company in Danbury, Conn. The company, charging a conspiracy in restraint of trade, under the provisions of the antitrust law, filed a damage suit in the state court but lost.

The case worked its way through the federal courts over the next few years, and in 1908 the U.S. Supreme Court ruled in a 5-4 decision against the union. It held that the Hatters Union had participated in an illegal secondary boycott, which was subject to federal injunctive restraint. The decision was a clear signal to the federal judiciary and to the corporations that injunctions could be used to stop various kinds of labor strikes and strike-support actions. In addition, the individual strikers were fined a total of nearly $250,000. In 1915, the AFL proclaimed a Hatters' Day, in which workers voluntarily contributed an hour's pay to help pay off the fines. The money thus collected kept 184 individual Danbury hat workers from having their homes seized in order to pay the court-ordered

From murdered miners to shiny dimes

One chapter of the history of early-century industrial conflicts involved John D. Rockefeller, the first tycoon of the age of energy and the creator of the Standard Oil complex of corporations.

Rockefeller controlled the Colorado Fuel & Iron Corporation, whose coal miners went on strike in 1914. With their families, they were promptly evicted from company-owned homes in Ludlow, Colo.

They moved into a cluster of tents, around which National Guard soldiers took positions and at night occasionally fired their rifles into the colony. To protect the children, the miners dug a cave under the largest tent. But on Easter night 1914, company-hired gunmen and some of the National Guard poured oil over the strikers' tents and set them on fire.

As the frantic miners and their families ran for safety in the night, they were machine-gunned. Some escaped, some were wounded and 13 children and a pregnant woman in the recently dug cave all died — some with gun wounds, some from suffocation.

The nationwide protest against the killings on Rockefeller property were immediate and long sustained. Eventually, it led Rockefeller, the nation's first billionaire, to hire Ivy Lee, an early public relations man, to repair John D.'s sullied reputation.

Even as an old man, Rockefeller continued to hand out shiny new dimes to little children in the effort to erase the Ludlow image — but among the miners and workers in many other unions, the memory of Ludlow persists like an endless bad dream.

levy. [It is important to differentiate between direct consumer boycotts or "unfair to labor" or "don't buy" activities, which are recognized as perfectly legal when conducted in connection with or in support of labor union disputes with employers — and, on the other hand, secondary boycotts, which were the issue in the Danbury Hatters case and which were made illegal under the 1947 Taft-Hartley Act. A secondary boycott is one directed at companies or stores to try to force them not to use, or to offer for sale, products which have been made by a company involved in a strike or otherwise deemed "unfair" by the legitimate union. The secondary boycott has all but disappeared since Taft-Hartley was passed. It should be noted, however, that the courts have ruled that the Constitution's free speech provisions legally permit a union to place "informational pickets" outside a store selling "unfair" goods and calling attention to labor's "don't buy" campaign — so long as they do not call the store itself "unfair" or ask the public not to patronize the establishment.]

This was not to be the first or last example of the way in which employers have sought to redirect the thrust of laws designed to regulate corporations and instead aimed them toward labor unions and their members. Indeed, even at the current time, efforts are still being made to include labor under the antitrust and other laws originally aimed at corporations.

Not all the strikes and struggles of the period were conducted by the "sons of toil" in the nation's heavy industries. Long before the rise of the contemporary feminist movement, large numbers of women were at work — particularly in the big cities and in the men's and women's garment industry. Their grievances were real and tangible in both the textile and garment industries. Their pay was often at sweatshop levels, their hours too long, the speed-up rampant, the working conditions dreadful. Conditions such as these led in 1909 to a strike known widely as "The Uprising of the Twenty Thousand." The strikers, mostly women, almost all of them recent immigrants from eastern Europe, conducted the first big protest in the needle trades under the banner of the Ladies' Garment Workers against shirtwaist and dress manufacturers. Their plight brought widespread public support, and they gained the 52-hour work week and wage increases.

In 1910, some 50,000 cloakmakers called a strike in New York. Thanks to the efforts of Louis D. Brandeis, a lawyer later named to the U.S. Supreme Court, the dispute ended on a constructive note. A "protocol of peace" designed by Brandeis established procedures for conciliation and arbitration of future grievance disputes, as well as such important advances as the abolition of homework, the free use of electricity, 10 paid holidays a year, and piece work at rates fixed by joint union-management committees.

But a reminder that the garment industry was a good deal this side of paradise occurred in 1911, when a fire broke out at the Triangle Shirtwaist Co. on New York's lower east side. About 150 employees — almost all of them young women — perished when the fire swept through the upper floors of the loft building in which they worked. Many burned to death; others jumped and died. Why so large a casualty list? The safety exits on the burning floors had been securely locked, allegedly to prevent "loss of goods." New York and the country were aroused by the tragedy. A state factory investigation committee headed by Frances Perkins (she was to become Franklin Roosevelt's secretary of labor in 1933, the first women cabinet member in history) paved the way for many long-needed reforms in industrial safety and fire prevention measures.

Another of the historic industrial conflicts prior to World War I occurred in 1912 in the textile mills of Lawrence, Mass. It was led not by an AFL union but by the radical Industrial Workers of the World — the IWW, or the Wobblies, as they were generally known — an organization in frequent verbal and physical conflict with the AFL and its affiliates. The strike in Lawrence started when the mill owners, responding to a state legislature action reducing the work week from 54 to 52, coldly and without prior notice cut the pay rates by a 3½ percent. The move produced predictable results: a strike of 50,000 textile workers; arrests; fiery statements by the IWW leaders; police and militia attacks on peaceful meetings; and broad public support for the strikers. Some 400 children of strikers were "adopted" by sympathizers. When women strikers and their children were attacked at the railroad station by the police after authorities had decided no more

youngsters could leave town, an enraged public protest finally forced the mill owners not only to restore the pay cuts but to increase the workers' wages to more realistic levels.

Perhaps the temper of the times in which working men and women sought to build their unions was epitomized by the attitude of George Baehr, head of the Philadelphia and Reading Railway Company, at the time of the 1902 coal strike. In Mr. Baehr's publicly expressed view, "the rights and interests of the labor man will be protected and cared for not by the labor agitators but by the Christian men to whom God in His infinite wisdom has given the control of the property interests of the country and upon the successful management on which so much depends." Such an attitude did not leave much room for flexibility in developing more equitable labor-management relationships.

Yet not all of the news was of strike and struggle. By 1904, the AFL could claim a membership in its affiliated unions of nearly 1,700,000 members. Ten years later, at the eve of World War I, it had climbed to about 2 million.

There were, furthermore, important legislative accomplishments. Congress, at the urging of the AFL, created a separate U.S. Department of Labor with a legislative mandate to protect and extend the rights of wage earners. A Children's Bureau, with a major concern to protect the victims of job exploitation, was created. The LaFollette Seaman's Act required urgently needed improvements in the working conditions on ships of the U.S. merchant marine. Of crucial importance, the Clayton Act of 1914 made explicit the legal concept that "the labor of a human being is not a commodity or article of commerce" and hence not subject to the kind of Sherman Act provisions which had been the issue in the Danbury Hatters case. The act gave a legal basis in the federal jurisdiction to strikes and boycotts and peaceful picketing, and dramatically limited the use of injunctions in labor disputes. Little wonder that AFL President Gompers hailed the Clayton Act as a "magna carta," probably not foreseeing that future court decisions and interpretations would seriously undermine the power of the language of the law.

The Adamson Act passed by Congress in 1916 concerning work hours on the railroads was an important milestone in the decades-long effort to achieve the 8-hour day, an objective of the Federation of Organized Trades and Labor Unions in 1884 and of many subsequent strikes. The 10-hour day — an improvement in its era — was introduced for federal government employees in 1840, but it took until the early years of the 20th century before the 8-hour work day became broadly accepted in the private sector, particularly in the printing and building trades. The mass production industries and the railroads continued their refusal to grant it.

The Adamson Act brought the shorter work day to railroad employees. It came in other industries through the impact of strikes, collective bargaining, state laws and two federal statutes: the Public Contracts Act in 1936, requiring contractors on government jobs to observe the 8-hour day, and the Fair Labor Standards Act of 1938 which provided a maximum work week for employers in interstate commerce — first a maximum of 44 hours and, after two years, 40 hours a week.

Wartime gains and post-war challenges

When the United States entered World War I in April 1917, the AFL under President Gompers' leadership worked in close cooperation with President Wilson to ensure industrial peace and a steady flow of military equipment and armaments for the American Expeditionary Force in Europe. As head of the War Committee on Labor and member of the Council for National Defense, Gompers and the unions he represented played an increasingly important role in national affairs. A wartime disputes board helped avoid strikes and maintain production; it had the support and cooperation of the labor movement. With the vast expansion of production for military and civilian needs, unions grew rapidly during the wartime years.

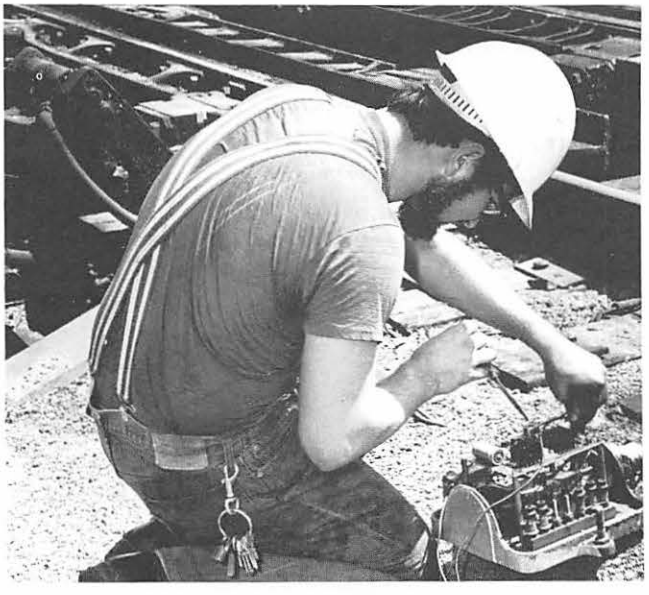
A symbolic recognition of labor's new status was President Wilson's visit to Buffalo in 1917 to address the annual AFL convention — the first time a President had made such an appearance. In succeeding Administrations most Presidents, Republican and Democratic alike, spoke to the labor conventions.

One effort in which Gompers worked hard and successfully was for the creation of the International Labor Organization, an inter-governmental body headquartered in Geneva, with government, labor and employer delegates and advisers, to discuss international problems directly affecting workers and to seek the elevation of work standards and the rights of workers in every country. The ILO was established under the Treaty of Versailles that followed World War I. Although the U.S. Senate finally refused to ratify the treaty, the American labor movement played an important role in ILO affairs beginning in 1934, and more intensely after World War II when the ILO became a specialized international agency of the United Nations.

During the years following World War I, however, the labor movement suffered setbacks and difficulties.

While AFL membership had reached almost 4 million by 1919, the postwar reaction from employers and their allies was swift and predictable. Elbert Gary, head of U.S. Steel (the company bestowed his name on the Indiana city), refused to meet with striking workers. The AFL endorsed and supported a strike of steel workers committed to such objectives as the end of the 12-hour day, the dismantlement of company-dominated "unions," collective bargaining and wage increases. Using massive propaganda which sought to depict the strike as "unpatriotic," plus such time-tested favorites as strikebreakers, spies, armed guards and cooperative police departments, "Big Steel" finally wore down the strikers, and they were forced to return to work early in 1920 under the old conditions.

Both the steel strike and an early post-war meat packing strike found employers — not for the first time nor the last — importing blacks from southern rural areas and Mexican peasants in order to serve as strikebreakers, usually without advance knowledge of that fact until they had to face the ordeal of being escorted through hostile picket lines. These random events, however, did not prevent the labor movement from playing a role of support for future civil rights activities and legislation.



The "Roaring Twenties," nostalgically depicted in some movies and musical comedies as an era of unbounded prosperity and champagne-induced gaiety, fell a good deal short of those marks for most American working people. Throughout the decade, unemployment rose, quietly, almost anonymously. It was a time of considerable hardship for many of the unemployed, long before the days of unemployment insurance or supplementary benefits.

The postwar depression brought wages down sharply and caused major erosion of union membership — a loss of about a million members in the years from 1920 to 1923. The difficulties were multiplied by the decision of the National Association of Manufacturers and other anti-union "open shops" groups to wipe out or seriously diminish the status of American unions. The fear of "Bolsheviks," often hysterical, that was nurtured by the Russian communist revolution was used gleefully by the anti-union forces. As early as 1913, President John Kirby of the NAM had decided the trade union movement was "an un-American, illegal and infamous conspiracy." As the Senate Civil Liberties Committee, headed by Sen. Robert LaFollette Jr., reported years later, such demands as "union recognition, shorter hours, higher wages, regulation of child labor and the hours and wages of women and children in industry" came to be seen — under the influence of the NAM-sponsored 'American Plan' — as aspects of the alleged communist revolution from which the anti-labor employers wanted to save the nation. Strikebreaking, blacklisting and vigilanteeism became, for a time, acceptable aspects of this new and spurious brand of patriotism.

The "yellow dog contract," which workers had to sign in order to get a job, bound them never to join a union; at the same time, the corporations promoted employee representation plans or company unions — pale and generally useless imitations of the real thing.

In 1924, faced with continual attacks and decisions by the Republican and Democratic parties to present the voters with the very limited choice between President Coolidge, a laissez faire conservative, and John W. Davis, a corporation lawyer, the AFL voted to support "neither of the above" but to make an endorsement for the first time in a presidential election. Senator LaFollette of Wisconsin, an old line friend of labor and the farmers, ran on the Progress Party ticket with strong AFL backing. He drew an impressive 17 percent of the total vote.

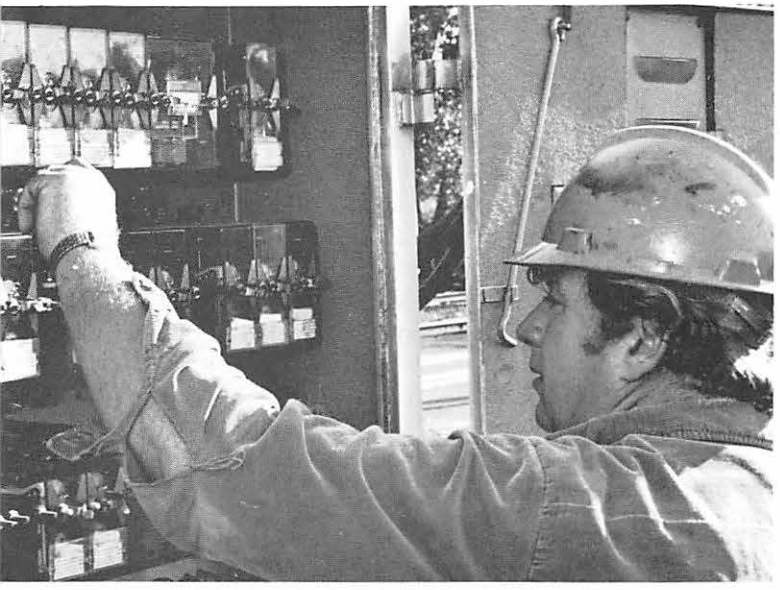
That same year, Samuel Gompers died, leaving

a heritage of admiration and respect and a philosophy of trade unionism that still today underlies much of labor's thinking. His successor was William Green, who guided the destinies of the Federation until his death in 1952. Green, born in Coshocton, Ohio, in 1873, left school to become a coal miner, joined the union, and served as Mine Workers secretary-treasurer for a dozen years before being elected AFL president. An earnest and dedicated trade unionist, Green presided over the AFL with calm dignity during a difficult period — the depression years and the years of the division of the labor movement.

The decade of the 1920s drifted on a downhill course for the labor movement. Virulent anti-unionism, the steady, creeping ascent of unemployment, and the complacent political climate engendered by the Hoover Administration had a decidedly negative effect on the fortunes of the AFL, its unions and America's working men and women in every part of the country, in every sector of the economy.

Depression, war and a labor schism healed

December, 1931 — the 50th anniversary of the creation of the modern labor movement — found America and much of the world sliding down the much steeper slope of a cataclysmic economic depression. Business enterprises failed by the thousands, production plummeted, unemployment went through the roof. By 1932, when Franklin D. Roosevelt was elected President, the American economy was in chaos — and the American trade union movement was but a ghost of its former strength and numbers.



Roosevelt, taking the leadership of the all but paralyzed nation on March 4, 1933, undertook a number of programs designed to recharge the economy, feed the unemployed and restore confidence. At his urging, Congress passed the National Recovery Administration; the NRA's Section 7a specifically placed on the statute books the right of unions to exist and to negotiate with employers. Although it had no real enforcement powers, Section 7a was seen by millions of workers as a green light — if not a government invitiation — to join a union.

Many AFL unions took quick advantage of the new atmosphere and soon began to register spectacular gains in membership. Some issued leaflets suggesting that "President Roosevelt wants you to join the union."

The Supreme Court soon declared NRA unconstitutional, and Section 7a was no more. Under the leadership of Senator Robert F. Wagner of New York, Congress in 1936 enacted the National Labor Relations Act — known as the Wagner Act. It went beyond "7a" to establish a legal basis for unions; set collective bargaining as a matter of national policy required by the law; provided for secret ballot elections for the choosing of unions; and protected union members from employer intimidation and coercion. That law, as amended in 1947 by the Taft-Hartley Act and in 1959 by the Landrum Griffin Act, is still in force.

The surge in union membership in the early years of the New Deal, and the potential for organizing the important non-union mass production industries like steel, automobile, rubber, textile and others, led directly to the most serious schism in the history of the modern labor movement. Heads of a number of the industrial unions in the AFL, led by John L. Lewis of the Mine Workers, called upon the AFL to finance and support big organizing campaigns in the non-union industries on a basis that all the workers in each industry would belong to one industrial, or "vertical," union. Most of the leaders of the AFL unions presided over craft, or "horizontal" unions, and they maintained that employees of the same skills or crafts in the unorganized industries should sooner or later belong to their organizations.

In November 1935, Lewis announced the creation of the CIO — the Committee for Industrial Organization — composed of about a dozen leaders of AFL unions, to carry on the effort for industrial unionism. Lewis, born in Iowa in 1880 of Welsh immigrant parents, went to work in the coal mines and became president of the Mine Workers in 1920. An orator of remarkable virtuosity, Lewis voiced increasingly bitter attacks on his colleagues on the AFL Executive Council; his words helped speed the break. In 1936, the various CIO unions were expelled from the Federation — because, said Lewis, they

favored industrial unionism; because, said AFL President Green, they had flouted procedures and rules of the AFL. In 1938 the CIO held its first constitutional convention and became the Congress of Industrial Organizations.

In any event, the CIO began a remarkably successful series of organizing campaigns — and in rapid succession, over the next few years, brought industrial unionism to large sectors of basic American industry. After U.S. Steel signed with the CIO Steel Workers in the spring of 1937, major organizing efforts brought, during the next few years, first signed agreements — most frequently after strike action — with major corporations in the steel, auto, rubber, glass, maritime, meat packing and other mass production industries. At the same time the unions remaining in the AFL registered even more substantial gains in membership.

The growth in union strength of both the AFL and CIO throughout the period, coupled with Roosevelt's domestic program, led to passage of a number of national social programs long advocated by the labor movement: among them, the national social security program, unemployment compensation, workers' compensation, and a federal minimum wage-hour law (the original minimum hourly pay set by the 1938 statute was 25 cents an hour).

During World War II, the AFL and CIO, while preserving areas of disagreement, began to find more substantial bases for working together on problems affecting all workers. Philip Murray, who succeeded Lewis as president of the CIO, and AFL President Green served jointly and cooperatively on a number of government commissions involved in the war effort. Murray, born in Scotland in 1886, came as a boy to the coal fields of western Pennsylvania, and through his negotiating talents and oratorical ability rose through the Mine Workers ranks to vice president. Murray headed the CIO's Steel Workers Organizing Committee in 1936, and in 1942 he was elected president of the new United Steel Workers, a position he retained while serving as head of the CIO.

In 1952, Murray died, and was succeeded by Walter P. Reuther of the United Automobile Workers. Reuther, born in 1907 as one of four sons of a socialist brewery worker in Wheeling, W.Va., moved to Detroit during the depression and became a skilled worker in the auto industry. He was one of the prime organizers of the Auto Workers and after World War II won a closely contested battle for the UAW presidency, a post he held until his death in an airplane crash in 1970. Just a few weeks after Murray's death, William Green died, and was succeeded by George Meany, the AFL secretary-treasurer. Many of the old antagonisms had died out, many of the old issues had been resolved, and the stage was set for merger of the two

labor groups. They were reunited into the AFL-CIO at a convention in New York opening on Dec. 5, 1955.

George Meany was unanimously elected president of the merged labor federation, and a new chapter opened for the American labor movement. Meany, born in the Bronx, N.Y., in 1894, followed his father's footsteps as a plumber, became active in his local union, and was elected president of the New York State Federation of Labor in 1934. On the basis of a brilliant record of helping win enactment of state labor and social legislation, he was elected AFL secretary-treasurer to fill a vacancy, in 1939.

The AFL-CIO years

George Meany's commitment to "the traditional objectives of the labor movement" was expanded in his role as AFL-CIO president, to include labor's "full contribution to the welfare of our neighbors, to

the communities in which we live, and to the nation as a whole." In the 25 years after the merger, a number of important issues and trends emerged; they embrace both the tradition or improving working conditions and a new emphasis on issues involved in local, state, national and international affairs.

While labor's interest in politics was by no means new, the development of COPE — the AFL-CIO's Committee on Political Education — brought to labor a more efficient and practical means of achieving these three goals: (1) To make workers aware of the records and promises of the candidates running for public office. (2) To encourage workers to register and to vote. (3) To endorse candidates at local, state and national levels.

The AFL-CIO merger and its accompanying agreements brought about the virtual elimination of jurisdictional disputes between unions that had plagued the labor movement and alienated public sympathy in earlier years. The unions placed a new priority on organizing workers in areas, industries and plants where no effective system of labor representation yet existed. In many cases, it meant crossing the barriers of old thinking and tired methods to reach the employees of companies which for years had resisted unions.

A major phenomenon of this period was the rapid growth of unions of government employees — federal, state and local. For many decades, postal employees, teachers, the fire fighters, and building and metal trades workers in some federal installations represented about the only substantially unionized part of public sector employment. With increasing economic pressures, more public employees turned to unions — a trend spurred on by such developments as an Executive Order by President Kennedy in 1962 underscoring the right of federal employees to join unions and negotiate on many issues, and by various statutes in the states and cities providing for various forms of collective bargaining with their personnel.

Throughout the years after World War II, women entered the workforce in ever increasing numbers, and especially significant was their entry into "non-traditional" occupations. A long sought objective — equal pay for equal work — was passed by Congress in 1963, prohibiting economic discrimination on the basis of sex.

Five years later, the Age Discrimination Act was passed to assist persons in the older brackets of the workforce.

The Civil Rights Act of 1964, strongly supported by the AFL-CIO, was a significant forward step toward equal rights for blacks and other minorities, at the workplace and in the community. President Johnson, in signing the act into law, acknowledged that it could not have happened without the

affirmative support of the AFL-CIO.

The Civil Rights Act could trace its legislative history back to the days of World War II, when A. Philip Randolph, president of the AFL Sleeping Car Porters, persuaded President Roosevelt to issue an Executive Order establishing a Fair Employment Practices Commission. Randolph, a brilliant union officer and civil rights champion, managed to convince FDR that governmental action to stop discrimination in hiring and promotion was essential to the wartime production effort.

The words of Dr. Martin Luther King Jr. illustrate the common bonds among labor, blacks, Hispanics and other minority groups: "Our needs are identical with labor's needs — decent wages, fair working conditions, livable housing, old age security, health and welfare measures, conditions in which families can grow, have education for their children and respect in the community."

Throughout these years, the AFL-CIO was forced to resist various efforts to limit the rights of unions. The so-called "right-to-work" bills, which in fact were aimed at outlawing contract language providing union security, arose in many states. In Congress there were continued efforts to expand the Hobbs Act to make every picket-line scuffle or act of violence a federal case, even though they are currently covered by state and local laws.

The increasing interest in safety on the job, heightened by the introduction of new and potentially dangerous materials used in a wide variety of industries, gave rise to labor's intensive support for a federal Occupational Safety and Health Act, which became law in 1970. Specifically, the act authorized the Secretary of Labor to establish health and safety standards, to enforce them, and to listen to employees' legitimate complaints about conditions at the workplace.

Full employment was and continues to be a first-rank concern of the AFL-CIO, with its vivid

recollection of past unemployment. The unions have kept insisting that whoever is able and willing to work should not be denied this opportunity. The full employment concept was endorsed by labor in its successful drive for passage of the Employment Act of 1946, which had the support of President Truman. The Humphrey-Hawkins Act of 1978 re-expressed the need to direct full attention to the problem of unemployment in the United States.

Recognition that workers have interests as consumers as well as producers has been apparent in the labor movement for many decades. Unions have played an active role in the formation of consumer cooperatives, and at both national and local levels have worked with other citizen groups for the enactment of various forms of consumer protection legislation. At the same time unions have voiced concern that apparent "bargains" of goods imported from low-wage countries may in fact be of inferior quality or workmanship and thus, in the long run, more expensive for the consumer. In recent years,

there has been a vast increase in imported manufactured goods — often produced by corporations directly or indirectly related to American conglomerate companies — and the AFL-CIO has called for a revitalization of American manufacturing industries.

The strengthening of free unions throughout the world is another ongoing objective of the AFL-CIO. Special agencies functioning within the framework of the AFL-CIO carry out many of labor's efforts to move toward this goal, which was constantly expressed by George Meany: to build strong, free, non-communist unions in the democratic societies of the free world and to resist all forms of tyranny and political repression. In fact, resistance to domination of workers and their organizations by governments or by political parties, or the control of unions by right-wing or left-wing extremist groups, has been a constant theme of American labor during the entire post-war period.

The broadening range of the union movement's interest and activities which began during the Roosevelt years with the expansion of federal government programs relating to the nation's economic and social problems, has been reflected in

Women in the unions

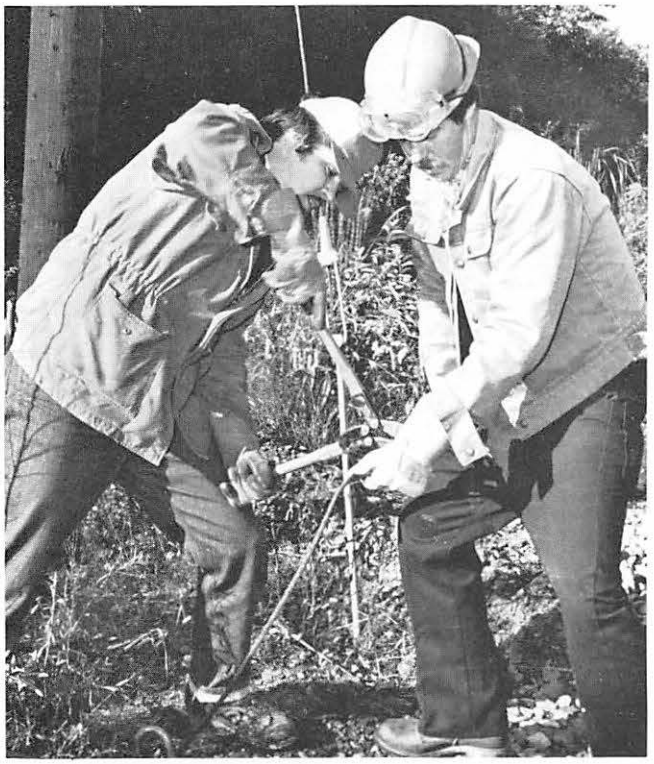
A noteworthy event in the labor movement of the early 1900s was the creation of the Women's Trade Union League, to help educate women workers about the advantages of union membership, to support their demands for better working conditions, and to acquaint the public with the serious exploitation of the rising number of women workers, many of them in "home industries" or industrial sweatshops.

It was founded by Mary O'Sullivan, a bindery worker who became the first woman organizer employed by the AFL; Jane Addams, the noted social worker and founder of Chicago's Hull House; Mary Kehew, a Boston philanthropist, and women who were officials in the unions of the garment and textile industries.

For much of its first century, the labor movement was — in huge majority — composed of men. Except in a few occupations — clerical work and the garment, textile, retail and hotel industries — the labor force was essentially male.

This began to change in World War II when women moved for the first time into many occupations formerly the domain solely of men. It has changed even more since the 1960s, with the increasing prevalence of two-wage-earner families at almost every income level.

More frequently now, women are being elected and appointed to prominent union positions, and the first woman member of the AFL-CIO Executive Council was elected in 1980. Some organizing efforts are now primarily directed at enlisting the support of non-union women employees.



the size of the Federation's operating staff. In the early years of the AFL, that staff consisted of few persons beyond the officers' secretaries and a janitor.

During the past half-century, however, the Federation has endeavored to meet the challenges of the times and to function as the "people's lobby." In pursuit of these goals, the AFL-CIO has built a corps of specialized professional personnel: legislative representatives, lawyers, research experts, writers and publicists, as well as departments of education, safety and health, social security, community services, civil rights and international affairs.

In addition groups of unions have developed autonomous departments of the AFL-CIO to meet specialized needs. The first of these, the Building and Construction Trades, was set up back in 1916. The Industrial Union Department was created in the AFL-CIO merger agreement. Other departments include the Union Label & Service Trades, Maritime Trades, Metal Trades, Food & Beverage, Professional Employees and Public Employees.

The George Meany Center for Labor Studies, established in 1969, plays an increasingly important role in training labor union staff and officials through a range of courses from techniques of collective bargaining to labor law institutes.

Meany retired at the AFL-CIO convention in 1979, at the age of 85; he nominated Lane Kirkland as his successor, and Thomas R. Donahue was elected secretary-treasurer. Kirkland, born in South Carolina in 1922, had been a merchant marine officer during World War II, and became a member of the Master, Mates & Pilots Union. He joined the staff of the AFL in the post-war years; filled a number of increasingly responsible positions, including that of executive assistant to Meany; and was elected secretary-treasurer of the Federation in 1969. Donahue, born in New York in 1928, served in many capacities for the Service Employees Union, both with its Local 32B in New York and as vice president of the international union. He was named in 1973 as executive assistant to Meany.

Worth Pondering

Did you ever notice?
A lot of people are like wheelbarrows.
No good unless they are pushed.
Some are like canoes -
they need to be paddled.
Some are like kites -
if you don't keep a string on them, they fly away.
Some are like footballs -
full of wind and ready to blow up.
Some are like trailers -
they have to be pulled along.
Some are like neon signs -
they keep going on and off.
Then some are like good watches; open faced, pure gold, quietly busy and full of good works.

Editor's Note: The above is from the NAHAM Admitting Bulletin of the National Association of Hospital Admitting Managers. Our thanks to Editor Sister Mary Margaret of Sisters of St. Joseph Halstead Hospital, Halstead, KS for use of this thought provoker.

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WHY ARE YOU QUITTING, GEORGE?
BECAUSE YOU DON'T OFFER A PAYROLL SAVINGS PLAN!
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AN EQUAL OPPORTUNITY EMPLOYER
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Signal Hours of Service

Here is a brief history of the Hours of Service Act. The original Act was passed by the 45th Congress in 1907. The preamble reads as follows: "An Act to promote the safety of employees and travelers upon railroads by limiting the Hours of Service of employees thereon." This Act covered engineers, firemen, brakemen, conductors and switchmen.

Under the 1907 Act, workers were allowed to work no longer than 16 hours either on a continuous or accumulative basis. Interestingly, American railway workers were allowed to work longer than European railway workers. In 1907 railway workers were allowed to work 11 hours daily or 14 hours on a continuous basis in Austria-Hungary. In France, the average was 10 hours but workers could not work more than 12 hours per day. In Germany, the railway worker limit was 10 hours and in Italy it was 13 hours daily. In the Netherlands, railway men could work 10 or 12 hours in one 24 hour period. In Switzerland their work was 11 fixed hours within a 14-hour period.

In 1953 the Hours of Service Act was amended by Congress to include dispatchers and operators. Here the working hours were limited to 9 hours which may cover two or more shifts, or 11 hours in one shift positions. Four additional hours could be worked covering emergencies but could not exceed 3 days in any 7 consecutive days. In 1969, another amendment changed the total hours from 16 hours to 14 hours as of December 16, 1970 and reduced this figure to 12 hours as of December 16, 1972.

The Brotherhood of Railroad Signalmen had pursued the matter of Hours of Service being applied to signalmen beginning with Resolution No. 13 at the 1946 Convention of the Brotherhood in Jacksonville, FL.

Resolution No. 13 reads as follows: Whereas, the duties and responsibilities of signal department employes have become more arduous, and

Whereas, they are often required by their employers to work long hours which extend beyond what humans should endure, and

Whereas, by such assignments an employe's health is often impaired, and

Whereas, there is nothing in our present agreements or the laws of the land to prevent this abuse, therefore be it

Resolved, that Grand Lodge be authorized and instructed to endeavor to have enacted national legislation restricting the hours of service of signal department employes to 16 in any 24 period, and be it further

Resolved, that after an employee shall have completed 16 hours of service that he shall be provided with a minimum of 8 hours of undisputed rest from his employer, and be it further

Resolved, that the 16 hours of service herein before referred to shall begin at the time an employe is notified or called to perform service subsequent to 8 full hours of rest.

The resolution was signed by John Millonig, chief signalman, local 69; and W. F. Knitter, recording secretary, local 69.

Concerning congressional action in this matter a report of the Committee on Interstate and Foreign Commerce of the House of Representatives commented on signal employes when considering the Federal Railroad Safety Authorization Act of 1976. The report said:

"The railroads have made many technological changes and improvements in railway signaling throughout the years. Recently there has been a substantial increase in the installation of signal systems and devices. At the same time the signal work force has been reduced. There are approximately 9,300 signal employees responsible for covering over 49,000 track miles of traffic control systems. From 1962 to 1974 there was an increase of 37% in signal equipment installations. During this same period the number of signal employees has decreased 21%.

"The net effect is that the signal employee today is responsible for maintaining 75% more signal equipment than in 1963. This, coupled with the generally poor physical condition of the signaling systems, requires the signal maintenance employees in many cases to work excessive hours to the point of physical exhaustion. In 1974, for example, signal employees worked 1,771,000 hours of overtime, and it was even larger last year, but the final figures are not available yet.

"A signal system does not have inherent safety factors as a natural and inseparable quality. Any human error, particularly on the part of a signalman, can drastically affect the intent and purpose of a signal system. It is obvious then, that an employee must be in full possession of his facilities to safely install, maintain, and test such equipment. A signalman who worked excessive hours in either the construction or maintenance of signal systems may make errors in the intricate wiring or adjustment of those devices which would circumvent the safety functions of the system.

"It should be pointed out that DOT has no objection to this section. It is supported by the Railway Labor Organizations.

"The signalman's job must be performed with utmost accuracy. The facilities upon which he works, and the instruments with which he performs his tasks, are highly complicated and are becoming more so as time goes by. They demand of him not only a great degree of skills, but, what may be ever more important, a physical and mental state of constant alertness and attention to duty.

"It is of great importance that all aspects of signaling be properly constructed and maintained. It follows that no fatigued signalman should be permitted to work on a signal system. His mistakes could result in signal failures or the display of improper aspects which could lead to catastrophic derailments or collisions. The most obvious example of a signal failure is one which displays a proceed indication when, because of the presence of another train on the track ahead, it should show a stop indication. Such a peril-laden situation could be brought about by the inadvertent switching of two wires which in the intricate and involved signaling circuits may be only a fraction of an inch apart."

The Hours of Service Act amended and approved on July 8, 1976 covering signalmen is Public Law 94-348.

Pertinent sections of that law are quoted below:

Sec. 3A. (a) It shall be unlawful for any common carrier, its officers or agents, subject to this Act—

(1) to require or permit an individual employed by the carrier who is engaged in installing, repairing or maintaining signal systems, in case such individual shall have been continuously on duty for 12 hours, to continue on duty or to go on duty until he has had at least 10 consecutive hours off duty; or

(2) to require or permit an individual described in paragraph (1) to continue on duty or to go on duty when he has not had at least 8 consecutive hours off duty during the preceding 24 hours.

(b) In determining for the purposes of subsection (a) the number of hours an individual is on duty, there shall be counted, in addition to the time such individual is actually engaged in installing, repairing or maintaining signal systems, all time on duty in other service performed for the common carrier during the 24 hour period involved.

(c) For purposes of this section, time on duty shall commence when an individual reports for duty and terminate when an individual is finally released from duty, except that—

(1) Time spent in travel on return from a trouble call, whether directly to the individual's residence or by way of the individual's headquarters, shall be considered neither time on duty nor time off duty, except that up to 60 minutes of such time on return from the final trouble call of a period of continuous or broken service shall be considered time off duty.

(2) If, at the expiration of scheduled duty hours, an individual has not completed the trip from the final outlying worksite of the duty period to the individual's headquarters or from the final outlying worksite directly to the individual's residence, then the time spent in travel outside the scheduled duty hours which is required to complete the trip to such headquarters or directly to such residence, as the case may be, shall be considered neither time on duty nor time off duty.

(3) If an individual is released from duty at an outlying worksite prior to the end of such individual's scheduled duty hours in order to comply with this section, the period of time required for the trip from the outlying worksite to the individual's headquarters, or the period of time required for the trip from the outlying worksite direct to the individual's residence, as the case may be, shall be considered neither time on duty nor time off duty.

(4) All time spent in transportation on an ontrack vehicle, including time referred to in paragraphs (1), (2), and (3) of this subsection, shall be considered time on duty.

(d) As used in sections 2(a), (3), 4, and 5 of this Act, the term 'employee' shall be deemed to include an individual employed by the carrier who is engaged in installing, repairing or maintaining signal systems.

(e) The provisions of this section shall not apply to an individual during such period of time as the provisions of section 3 apply to his duty and off-duty periods.

(f) Notwithstanding subsection (a) of this section, an individual engaged in installing, repairing, or maintaining signal systems may be permitted to be or remain on duty for not to exceed 4 additional hours in any period of 24 consecutive hours whenever an actual emergency exists and work of the individual is related to such emergency. For purposes of this sub-section with respect to the on-duty time of an individual engaged in installing, repairing, or maintaining signal systems, an emergency ceases to exist when the signal systems are restored to service.

As a final reminder, it is important to remember that the House of Representatives committee report concerning the Hours of Service Act amendments that apply to signalmen gave this definition:

"The duties of signalmen encompass the construction, installation, repair, maintenance, testing and inspection of signal systems. These systems include automatic block signal systems, traffic control systems, train stop, train control and cab signal systems, interlocking systems, rail-highway grade crossing protection, automatic classification yards (retarder mechanisms and related control systems), hotbox detectors, broken flange detectors, and other similar devices, appliances and systems."

Travelers offers open enrollment for furloughed and retired employees

An open enrollment period in May, June, July, and August has been arranged by the Cooperating Railway Labor Organizations and The Travelers Insurance Company to make available coverage under Group Policy GA-23111 for those employees and their dependents (spouse and children over 14 days but under 19 years of age) not currently enrolled. During these months, any retired employee or an employee who is on leave of absence, furlough or suspension with respect to his railroad employment and who while in active employment was covered under Group Policy Contract GA-23000 may enroll for the group hospital, surgical and medical plans available under Group Policy GA-23111.

The premium rates for the various types of coverage are shown on the enrollment form appearing at the end of this Article.

Furloughed employees of a Hospital Association Railroad may enroll for dependent benefits only, unless such furloughed employees have discontinued their membership in the Hospital Association in which event they may also enroll for employee benefits.

No medical evidence of insurability will be required during the open enrollment for those not currently enrolled. In order to obtain the insurance, the only requirements are that the employee must have been covered under the Group Policy Contract GA-23000 while in active employment and submit a completed enrollment form with a check or money order for the required monthly payment before September 1, 1981.

Railroad employees described above may also insure their unmarried dependent children over 19 years of age but under 25 who are full-time students and unmarried dependent children over age 19 who are incapacitated by permanent physical or mental disability which began prior to age 19.

In addition, the widow or widower and surviving children of an employee who was covered as an active, furloughed or retired employee are also eligible to enroll under Group Policy GA-23111.

Active employees may also enroll under Plan D of GA-23111 to provide benefits for their parents and parents-in-law who are eligible for Medicare.

For those signing up during this four-month period, the insurance coverage will become effective on the first day of the month following receipt by The Travelers of the completed form and the check for the required monthly payment.

There are five plans available; three for individuals not eligible for Early Retirement or Medicare benefits, one for those who are eligible under Medicare and one for retired employees covered under the Early Retirement Major Medical Benefit Plan (GA-46000).

Plans A, B and C — For Persons Not Eligible For Early Retirement or Medicare Benefits

Plans A, B and C provide Hospital and Surgical Expense Benefits.

Plans B and C also provide Maternity Benefits, Medical Expense Benefits for doctor's charges for visits during hospital confinement, Radiation Therapy Benefits, Chemotherapy Benefits and Polio Expense Benefits.

Plan C only provides Supplemental Major Medical Expense Benefits in addition to the basic Hospital, Surgical, Medical, Radiation Therapy Benefits and Chemotherapy Benefits. It is important to understand, however, that the covered expenses considered under the Supplemental Major Medical Expense Benefits are limited to those expenses in the categories covered by the basic benefit provisions of Plan C as mentioned above. For example, reasonable Hospital room and board charges in excess of $55 daily or reasonable surgical charges in excess of the amount in the Schedule would be covered Supplemental Major Medical expenses. However, charges for drugs, private duty nursing, doctor's Home and Office visits, Lab and X-ray examinations, etc., which are not covered under the other benefits under Plan C would not be covered expenses under the Supplemental Major Medical Expense Benefits provisions.

Here is an outline of benefits available under these three plans:

	PLAN A	PLAN B	PLAN C
HOSPITAL BENEFITS			
Room & Board – Daily Benefit up to	$ 20	$ 35	$ 55
Room & Board – Maximum per confinement*	1,400	2,450	3,850
Hospital Extras and Emergency Out-patient, including Ambulatory Surgical Center Expense, up to* (Including Ambulance service up to $25)	200	700	1,000
SURGICAL BENEFITS			
Per Schedule up to	300	450	550
Obstetrics	(Not Covered)	112.50	137.50
DOCTOR'S VISITS IN-HOSPITAL			
Per day of hospital confinement	(Not	5	5
Maximum per confinement*	Covered)	350	350
RADIATION THERAPY BENEFITS			
Per Schedule – Maximum per Calendar Year; or for any one injury or sickness	(Not Covered)	200	300
CHEMOTHERAPY BENEFITS			
Maximum per Calendar Year	(Not Covered)	200	300
POLIO BENEFITS	(Not Covered)	5,000	5,000
SUPPLEMENTAL MAJOR MEDICAL BENEFITS	(Not Covered)	(Not Covered)	50,000.

*Successive confinements due to the same or related causes are considered as one confinement unless there is a complete recovery from the injury or sickness causing the earlier confinement.

Plan D – For Persons Eligible Under Medicare

Plan D supplements full Medicare benefits and provides Hospital, Medical and Major Medical Expense Benefits. The Hospital Benefit covers hospital charges up to $204 for the first 60 days of confinement, $51 per day during the 61st through the 90th day, and room and board charges for semi-private rooms up to $102 per day for the next 90 days. The Hospital Benefit was liberalized January 1, 1981 to pay these increases in the Deductible and Coinsurance amounts required by Medicare.

The Medical Expense Benefit pays the first $60 of the total of charges in a calendar year for surgery, doctor's in-hospital visits, X-ray and laboratory examinations, and emergency out-patient hospital expense incurred within 72 hours of an accident or surgery.

The Ambulatory Surgical Center Benefit pays for the services and supplies furnished by an Ambulatory Surgical Center in connection with a surgical procedure performed there. Up to $144 for one accident or the same or related sicknesses is payable for services and supplies furnished within 24 hours of the procedure (within 7 days before procedure for diagnostic tests).

The Major Medical Expense Benefit is a very valuable part of this plan. After the insured person has paid the first $50 of expense incurred in a calendar year, the plan picks up 80% (50% for mental or nervous disorders while not confined as an in-patient in the hospital) of reasonable "covered expenses" in excess of that $50, the benefits payable under Medicare, and the basic Hospital and Medical Expense benefits. The maximum payable as to each insured person is $50,000.

Since Medicare benefits are taken into consideration in determining what will be paid under Major Medical, it is very important that all eligible persons be enrolled under Medicare in order to have the maximum possible insurance protection. Any person becoming eligible under Medicare, either because of attaining age 65 or becoming disabled at any age, must enroll under Plan D if coverage complementary to Medicare is desired.

Shown below is a Medicare Authorization form which, when completed by eligible persons and sent to The Travelers will allow prompt handling of claims involving Medicare benefits.

Name of Medicare Insured–Employee
FI | MI | LAST

Health Insurance Claim Number (Include Any Letters)

Employee–Social Security Number or Railroad Retirement Board Number.

AUTHORIZATION: I authorize The Travelers Insurance Company to release to The Travelers Insurance Company any information which is required to act on a claim under my complementary health insurance policy and permit a photostatic or other facsimile reproduction of this authorization to be used in place of the original. This authorization is in effect until notice of revocation is received by The Travelers Insurance Company.

Signature of Medicare Insured (or Authorized Representative)–Employee

Date Signed

Name of Medicare Insured–Dependent
FI | MI | LAST

Health Insurance Claim Number (Include Any Letters)

AUTHORIZATION: I authorize The Travelers Insurance Company to release to The Travelers Insurance Company any information which is required to act on a claim under my complementary health insurance policy and permit a photostatic or other facsimile reproduction of this authorization to be used in place of the original. This authorization is in effect until notice of revocation is received by The Travelers Insurance Company.

Signature of Medicare Insured (or Authorized Representative)–Dependent

Date Signed

GI-46706

IMPORTANT NOTICE TO PERSONS INSURED UNDER PLAN D

The Travelers processes Part B Medicare claims for Railroad Retirement Act beneficiaries. If you complete this authorization form, Travelers will be permitted to automatically secure claim information to pay Plan D benefits each time you file a Part B Medicare claim. If you do not complete and return this authorization form, you will be required to file separate claims under Part B Medicare and Plan D.

Plan E — For Persons Covered Under The Early Retirement Major Medical Benefit Plan

Plan E supplements the Railroad Employees National Early Retirement Major Medical Benefit Plan (GA-46000) for employees who retire at or after age 61 and on or after July 1, 1978 under the 60/30 provisions of the Railroad Retirement Act of 1974 and who become insured under GA-46000. A disabled employee who meets the eligibility requirements of GA-46000 but is covered for employee Major Medical and Polio benefits only under GA-23000 as a Disabled Employee during the second calendar year following the last year of compensated service or vacation pay may also enroll under Plan E.

Generally, the Plan will pay, after satisfaction of a $100 deductible, 80% (65% for mental or nervous disorders while not confined as an in-patient in the hospital) of Covered Expenses not paid under the Early Retirement Major Medical Benefit Plan. For example, if an eligible person had $5,100 in covered expenses, benefits would be computed as follows:

Covered Expenses	$5,100
Early Retirement Plan (GA-46000) pays	4,000
Amount not paid by GA-46000	1,100
Less Plan E Calendar Year Deductible	100
	$1,000
	x 80%
Plan E pays	$ 800

As shown by this example, the combined benefits of the Early Retirement Plan and Plan E will pay 96% of covered expenses after satisfaction of a $100 calendar year deductible.

The Plan E maximum is $200,000 as to each covered person.

In order to enroll, simply fill out and sign the enrollment form reproduced below.

Mail the completed enrollment form with your check or money order to The Travelers Insurance Company, P.O. Box 3002, Group Department, Railroad Division, Hartford, Connecticut 06101. Persons eligible for Medicare should also send a signed copy of the Medicare Authorization form to The Travelers with their enrollment form.

GA-23111

This Completed Form Together With The Required Payment Is To Be Sent To:

The Travelers Insurance Company, P.O. Box 3002
GROUP DEPARTMENT–RAILROAD DIV.–HARTFORD, CONN. 06101

NAME OF EMPLOYEE *(Please Print)*	EMPLOYEE SOCIAL SECURITY NO.	DATE OF BIRTH EMPLOYEE	DATE OF BIRTH SPOUSE	IS EMPLOYEE ELIGIBLE FOR MEDICARE?	IS DEPENDENT ELIGIBLE FOR MEDICARE?
Last First Middle Initial		*Mo. Day Yr.*	*Mo. Day Yr.*	☐ YES ☐ NO	☐ YES ☐ NO

HOME ADDRESS	REPRESENTED BY WHAT UNION?
No. and Street City State Zip	

NAME OF EMPLOYER (RAILROAD)	DEPARTMENT	DIVISION	LOCATION	EMPLOYEE NO.	DATE LAST WORKED	DATE OF EMPLOYMENT
					Mo. Day Yr.	

If you and/or your dependent(s) are covered by Medicare as a result of disability, please attach a copy of the red, white and blue Medicare card(s).

REASON FOR LEAVING ACTIVE EMPLOYMENT (See Pages 9-11.)

☐ FURLOUGHED ☐ DISMISSED ☐ DEATH _____ *Date* ☐ RETIRED–Age Annuity*

☐ SUSPENDED ☐ LEAVE OF ABSENCE ☐ RETIRED–Disability Annuity

☐ PREGNANCY ☐ TERMINATED ☐ DISABLED Date applied for Railroad Retirement Annuity Mo. ____ Day ____ Yr.

_____ *(Give Reason)*

*If you were disabled when you stopped working, please check both this box and the box for Disabled.

If an enrollment form is being submitted for a student child, incapacitated child or parent(s) it is necessary that such person(s) full name and date(s) of birth be shown below. If this information is not completed, the enrollment form cannot be accepted.

☐ STUDENT CHILD ☐ INCAPACITATED CHILD ☐ 1 PARENT ☐ 2 PARENTS ☐ DATE(S) OF BIRTH _____

Name and address of student child, incapacitated child or parent(s) for whom enrollment is being made

GA-23111

PERSON(S) TO BE INSURED	REQUIRED MONTHLY PAYMENT				
	Persons Not Eligible Under Medicare			PLAN D Each Person Eligible Under Medicare	PLAN E* Persons Eligible Under Early Retirement Major Medical Plan
	PLAN A	PLAN B	PLAN C		
Employee only	☐ $ 6.65	☐ $17.19	☐ $ 75.50	☐ $38.00	☐ $23.50
Dependents only or Widow/Widower and/or Children	☐ $ 7.76	☐ $17.19	☐ $ 75.50	☐ $38.00	☐ $23.50
Employee and Dependents	☐ $14.41	☐ $34.38	☐ $151.00		☐ $47.00
Each Parent – Eligible under Medicare				☐ $38.00	
Student Child (age 19 to age 25)			☐ $ 3.00		
Incapacitated Child (age 19 and over)			☐ $ 5.00	☐ $38.00	

I understand that the benefits which I am subscribing to are those indicated by the required monthly payment checked hereon for the plan or plans as described in the pamphlet (Form GI-47635) furnished to me in connection with Group Policy GA-23111.

*If you are applying for Plan E, please send a copy of your BA6 form, if available, with this enrollment.

_____ Signature of Employee _____ Date

Members should be active in local lodges

The importance of local lodge membership and how to attract good attendance at local lodge meetings was interestingly and effectively discussed in a recent article in the *ibew journal.* Our thanks to President Charles H. Pillard and Robert W. McAlwee, director of IBEW Journal Department for permission to reprint an abstract that appears below.

Webster's dictionary gives one definition of "commitment" as "the state of being obligated."

In this day, however, it has become fashionable to question making commitments, as people move from cause to cause and never get involved in any specific cause. After all, a commitment is an obligation that gives your cause (in this case, your local union) a claim over you and your time. Perhaps that is why many local union members do not give of their time and do not attend their local union membership meetings. They do not want to be obligated, or committed, to their local union and its future. The situation of membership apathy, or reluctance by the members to be regular participants in their local union meetings, can become a problem for many local lodges.

Dealing With the Problem

How can local union officers and regular participants cope with this apathy? First of all, whose union is it? Local union members can make it theirs only through effective participation. Regular attendance at local union meetings is fundamental to the operation of the local. Each participating member is a supporting link in the chain that binds the local union membership together. The members are the union, and the union's strength depends on the loyalty and active participation of its members. Therefore, each member must be made aware of the importance of his participation in order to have a functioning and effective local union. Each member must contribute his time and energy to advance the local union and to advance the cause of every working man and woman. A local union member must be a member continuously. It is not enough to attend only those meetings which deal with contract negotiations or with local union elections. You, the member, are the union. Your participation lets your officers know what you want. You must represent your views on a variety of issues that come up, issues that are vital to your job, the well-being of you and your family, and human justice. Decisions are made at local union meetings that affect situations in the political, economic, and social arenas. It is important that your voice be heard and your vote be counted as part of the unit, especially in regard to influencing labor and social legislation at the local, state, and national levels. Your voice should also be heard regarding membership meetings — how to increase attendance, the choice of guest speakers or subject matters, ways of promoting meetings.

Your active role in local union affairs and meetings is duly noted by management. Let your employer be aware that you support your local union leaders and actively support your local union's decisions by your attendance at meetings. Management's awareness of membership apathy can be used to its advantage in handling grievances and in collective bargaining negotiations.

The presence of non-union operators in the area, the discussion of contractors who are giving the local union problems, the listing of boycotted items, the explanation of legislation that is pending before the state legislature or Congress, the need for contacting your state legislators and your congressmen and senators are among the many subjects that are brought before a local union meeting. Unless you are there to listen to these explanations and to discuss them openly, you cannot be fully aware of their importance to you, your family, organized labor, your country. Before you can make others aware of these issues, you must become aware of them. The logical place to begin your indoctrination is your local union meeting.

Promotion of Meeting

The knowledge of when regular meetings are held does not seem sufficient to attract the membership. Many local unions have found that it pays to advertise. Therefore, they publish newsletters, or attractive but brief mimeographed announcements, that serve as reminders of the next regular, or specially-called meetings. They point out the special attraction of the upcoming meeting — a guest speaker, a film, a special award, etc. Other locals make use of telephone committees whose members call the local union members to remind them of meetings and to see if they need a ride to the meeting hall. Another important means of communication is by word of mouth on the job. One member reminds another one or two of the meeting, possibly even getting a car pool together. Stewards and local union officers, too, should make a point of promoting an upcoming meeting by word of mouth.

The Meeting

The primary purpose of the local union meeting is, of course, to handle all vital local union business and to give necessary reports, but the meeting must be interesting, important, and meaningful to the members. It must be well organized, with a planned

agenda. The executive board will have acted on routine decisions and should present its report to the membership. All continuing business should be handled by various committees meeting at a separate time and making their final reports to the membership at large at a later meeting, thereby averting a lot of unnecessary discussion and idle talk at intervening membership meetings. Committee reports should also be prepared in advance of the membership meeting and should be well organized and brief. Local union membership commitment also carries with it the need for individual members to volunteer to serve on committees or to accept graciously their appointment to committees. It is by each member's pulling his own share of the load that the local union is able to bear the weight of its responsibilities collectively. Individual members should not be allowed to bring their personal gripes to the floor of a meeting; the only exception would be when such a discussion would benefit the local union as a whole.

Aside from the business aspect of the meeting, from time to time, it could prove useful to boost attendance at regular meetings by having as an added attraction a presentation on a particular subject that might be of special interest to the membership. Occasional guest speakers with expertise in particular fields could cover such matters as politics at the local, county, state, or national level; economic issues; occupational safety; health and drug abuse; Railroad Retirement benefits, and Federal Employer Liability Act application to signalmen.

On other occasions, the local union officers, retired members, long-time members, or other labor figures could cover such areas of interest as the history of the local union, the history of the Brotherhood, or the story of the labor movement. The list is inexhaustible; the members should suggest their own choices of subjects. Films are always available for local union showing, too. Again, it would pay to advertise and to have the projector and screen set up in advance of the meeting to avoid any unnecessary delays. Films are available from the AFL-CIO, from public libraries, from other rental libraries, and from other associations. Some are free of cost; others must be rented, usually at a reasonable fee. Some social activity at meeting time may also increase attendance and would promote and improve union fraternity. Perhaps the social aspect could be special refreshments in honor of new members or refreshments or even a certificate of some sort in honor of those members who have good attendance at membership meetings or who have made some significant contribution to the local union. Perhaps such an award could be the feature element of a meeting now and then. The local union president may find it beneficial to appoint a committee that could work with him on identifying various subjects that could be of interest to the membership and which could be presented from time to time as an added feature to the agenda of the regular union business.

Other suggestions for increasing local union meeting attendance and participation are to include impressive initiation ceremonies or award ceremonies during a regular meeting; to have a regular local publication, even if it is only one mimeographed sheet; to have stewards distribute leaflets on special subjects on the job or to mail leaflets to the members' homes; to have specific-purpose meetings in order to discuss a particular subject or problem; to have a local union library and/or display racks; to make use of attractive bulletin boards in the union hall and at the work place, where permissible; to sponsor contests (essay, photography, woodwork, hobby, etc.) among the members and their families; to participate in community activities through the local union — civic campaigns and projects, blood donations, blood pressure and diabetes check-ups, sponsoring scout troops or athletic teams.

Benefits

The benefits to be derived from attending local union meetings are many and varied. They surely include self-satisfaction, personal recognition for good attendance, camaraderie with fellow members, and perhaps material rewards in the form of door prizes or refreshments. Most assuredly and most importantly, the benefits are good concrete returns that will guarantee our future work opportunities and a better way of life for our families and all working men and women. Members who regularly attend and participate in local union meetings are better informed on many matters. They make better voters. They show a real interest in the progress of the BRS and the future of organized labor. They can speak with more authority on social, economic, labor, and political matters. They can help to inform others. They also have a voice in decisions that are made by their local union, civic groups, political associations, national parties, and consumer groups. They can stand up and be counted where it counts. Attendance at local union meetings helps to build a stronger union that can more effectively represent the best interest of all its members.

News from Canada

CN signalmen got a $5,300 suggestion award for a circuit change at ctc sidings. Robert E. Swan (left) is a foreman and L. G. Joaquim is a leading signal mechanic. Both men are members of Local Lodge 224.

Two CN signalmen get $5300 suggestion win

Brothers R. E. Swan, signal foreman, and L. G. Joaquim, leading signal mechanic from Toronto, recently won a joint suggestion award worth $5,300. These two members of Local Lodge 224 work for Canadian National. They developed a new electrical relay system to cut down on the number of installations on sidings in Northern Ontario. The new system saves on costs of setup, parts and maintenance.

R.E. Swan, contremaître, et L.C. Joaquim, mécanicien en chef—signalisation, de Toronto, se sont partagé $5,300 pour une suggestion. Ils ont conçu un système de relais électriques qui réduit le nombre de boîtes d'aiguillage sur les embranchements du nord de l'Ontario ainsi que les dépenses pour l'achat de pièces pour l'entretien.

CLC supports Crow's Nest grain rates

The Canadian Labour Congress voiced its support for the efforts of the National Farmers' Union to retain the statutory Crow's Nest freight rate on grain transportation.

The statement of support was made by CLC vice-president Julien Major in conjunction with the arrival of a "Crow Train" bringing western farmers to Ottawa for a mass lobby on Parliament Hill.

"The Crow's Nest rate is part of Canada's confederation 'contract'," Major said. "It is an historically justified concession to Western grain farmers who need the transportation subsidy to remain competitive with other grain-exporting nations and thereby contribute to Canada's overall export earnings."

Major added that the policy to support the rate subsidy was previously adopted by the CLC's Grain Handling and Transportation Committee made up of unions involved in moving grain from elevators to ports, of which he is chairman.

He warned that abolition of the Crow's Nest rate would be rightly seen by Western grain farmers as discrimination, since it would single out grain transportation as an exception to the accepted concept of subsidizing all forms of transportation in the interest of national and regional development goals.

"Such a move would invite an even greater Western alienation at a time when Canada already faces a crisis of unity," Major said.

"We urge the government not to tinker with an arrangement that has already stood the test of time."

Le Congrès du Travail du Canada a élevé sa voix à l'appui de la **National Farmers' Union** dans ses efforts à maintenir le taux statutaire de transport des céréales, dit Crow's Nest.

La déclaration d'appui a été rendue publique par M. Julien Major, vice-président exécutif du CTC, à l'occasion de l'arrivée du

"train Crow's Nest", amenant des cultivateurs de l'ouest du Canada pour un lobby sur la colline parlementaire.

"Le taux Crow's Nest fait partie du "contrat" de confédération du Canada," a affirmé M. Major. "Il s'agit d'une concession justifiable du point de vue historique, faite aux cultivateurs de céréales dans l'ouest, qui ont besoin d'une subvention des coûts du transport, afin de pouvoir faire face à la concurrence des autres pays exportateurs de céréales, contribuant ainsi aux revenus généraux d'exportations canadiennes."

M. Major a précisé que la décision d'appuyer la subvention avait été prise préalablement par le Comité de la manutention et du transport des céréales du CTC (composé de syndicats oeuvrant dans le mouvement des céréales entre les élévateurs et les ports), comité présidé par M. Major.

Il a averti que l'abolition du taux subventionné serait considérée par les cultivateurs de l'ouest, et avec justesse, comme de la discrimination, puisqu'elle s'attaquerait uniquement au transport des céréales par exception à la règle générale de subventions aux autres formes de transport faites dans l'intérêt du développement national et régional.

"Une telle mesure provoquerait une aliénation accrue de l'ouest canadien, à une époque où notre pays traverse déjà une crise de l'unité," a noté M. Major.

"Nous demandons au gouvernement de ne pas tripatouiller un arrangement qui a déjà fait ses preuves."

Plastic rail passes coming soon

The new plastic CN Travel Cards are being prepared this month and should be distributed before the end of February to replace existing card passes. Travel cards will be mailed to eligible retired employees, spouses and surviving spouses on pension. Eligible employees and spouses will receive the plastic travel cards at work.

The older card passes A, AD, B, C, D, E and SP will be accepted for VIA Rail travel on CN lines along with the new plastic travel card unit April 1, 1981. After that date only the plastic cards, single-trip passes and half-rate orders will be accepted. Employees should report any problems with their new plastic card to their employing officer who will arrange to have it corrected.

CN Pensioners and surviving spouses who have problems with their plastic cards should write to: Manager, Benefits Administration, PO Box 8111, Montreal, Quebec, H3C 3N3. Provident Fund members should write to: M.W. Lanigan, Secretary, Provident Fund Board, CN Terminal Bldg., 1234 Main St., Moncton, N.B. E1C 1H7.

Le laissez-passer plastique: pour bientôt

Le nou veau laissez-passer de type carte de crédit qui remplacera l'ancien sera distribué d'ici la fin de février par courrier interne au personnel actif et aux personnes à charge. Les personnes à la retraite, leurs conjoints ou leurs survivants recevront le leur par la poste.

Toutefois, VIA Rail honorera les laissez-passer de type A, AD, B, C, D, E et SP, comportant les privilèges conformes aux règlements du CN jusqu'au ler avril 1981.

Le personnel qui remarquera une erreur sur son laissez-passer devra en aviser la personne responsable du personnel au sein de son service pour que soit effectuée la correction.

Les retraités(es) ou leurs conjoints survivants qui auront un problème du genre s'adresseront au Directeur — avantages sociaux, C.P. 811, Montréal (Québec) H3C 3N3. Ceux qui contribuent au fonds de Prévoyance, écriront pour leur part à M.W. Lanigan, secrétaire, Conseil du fonds de Prévoyance, Édifice Terminal, 1234 rue Main, Moncton (N.-B.) E1C 1H7.

Speedy work restores storm-damaged CTC

Only 13 days after lines and poles connecting railway signals and the CTC system were downed in a fierce winter storm in late November, crews managed to restore service and operations returned to normal.

But, it was not without many hands and hard work. Atlantic Region vice-president David Blair commended the CNT crews and CN Rail signals gangs for their diligent work, and the speed with which service was reinstated.

The storm was accompanied by severe snow, sleet and wind conditions, and resulted in serious damage to the communications system along the Halifax to Moncton main line. Four days after the storm, a 57-mile stretch of track between Oxford Junction, N.S. and College Bridge, N.B. was still without service, and trains were operated on train orders throughout that section.

Communications were completely reinstated at 1400 hours, December 2—less than two weeks later. In addition to Atlantic Region crews, approximately 50 per cent of the 100-man work force was brought in from other regions of the CN system, specifically Great Lakes and St. Lawrence.

Une tempête coupe la CCC dans la région de l'Atlantique

Les équipes du CN ont réussi à retablir le service normal à peine 13 jours après qu'une violente tempête eut causé d'énormes dommages aux fils et aux poteaux reliant la signalisation au système de commande centralisée de la circulation dans la région.

Mais ce n'est pas sans un effort surhumain que les équipes des TCN et de la signalisation ont réussi ce tour de force, a commenté le vice-président de la région, David Blair, au moment où il a exprimé sa gratitude à tous ces travailleurs.

Cette tempête de neige accompagnée de vents très forts a coupé le système de communications le long de la voie principale entre Halifax et Moncton. Quatre jours plus tard, un tronçon de 57 milles entre Oxford Junction (N.-É.) et College Bridge (N.-B.) demeurait toujours sans service et les convois n'y passaient qu'avec des ordres écrits.

La communication a été retablie le 2 décembre, moins de deux semaines plus tard. Quelque 50 pour cent des équipes des autres régions, dont en particulier celles du Saint-Laurent et des Grands-Lacs, ont prêté main forte à leurs collègues de la région de l'Atlantique.

CP Rail yards to be upgraded

CP Rail will upgrade the control systems at two of its automatic classification yards. A new computerized control system will be installed at CP Rail's yard at Toronto (formerly Agincourt) and at Alyth yard in Calgary. A $5.7 million contract has been awarded to General Railway Signal Co. for the new computer systems. The yards will continue to use existing car retarders and switch machines.

Editor's Note: Our thanks to Canadian National's *keeping track* and *au fil du rail* for the interesting stories on this page.

News About Members

BALTIMORE & OHIO: **W. R. Witmer,** a member of Monumental City Lodge 31, retired at the end of 1980.

LOUISVILLE & NASHVILLE: **Robert H. Johnson,** a member of Lucky Lodge 13, retired on January 20, 1981.

NORFOLK & WESTERN: **Ora F. Marsh,** signalman and a resident of Westfield, NY, has retired. Brother Marsh is a member of Austin Lodge 113. **Errol Q. Hill,** signal shop foreman at the Bellevue, OH signal repair shop has received his 40 year service pin. Brother Hill is a member of King Lodge 201. He began railroad service as a helper on extra gang #4 on the western division. In 1943 he moved to the Bellevue signal shop and was promoted to the position of assistant signalman. He later became signalman and then shop foreman. He and his wife, Marcella, live in Bellevue. They have two children and two grandchildren. Brother Hill and his wife enjoy camping and he is president of Bellevue Scrambled Squares, a local square dance club. Our thanks to *Norfolk & Western Magazine* for this interesting news about Brother Hill.

SOO LINE: **Rudolph J. Heinle, Jr.,** a member of Soo Line Lodge 6, has retired.

UNION PACIFIC: **Douglas S. Brown,** signal foreman at Ogallala, NE, has retired after completing 38 years of service. Brother Brown is a member of Rock Springs Lodge 8.

BURLINGTON NORTHERN: **William L. Michael,** signal maintainer at Galesburg, IL and a member of Aurora-Galesburg Lodge 103, has retired.

ILLINOIS CENTRAL GULF: **Ned Williams,** a member of Gilman Lodge 81, has retired.

Signalmen Wanted

Signalmen's positions on the Atchison, Topeka & Santa Fe Railway are available in Arizona, California, Illinois, New Mexico and Texas. If interested, please contact Joe Buczyna, Employment Supervisor, Santa Fe Railway, 80 East Jackson Blvd., Chicago, IL 60604.

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Harbour honored at Local 41 meeting

Brother Owen L. Harbour, local chairman, Jesse Clark Lodge 41, was honored at the March 21 meeting of the local. Brother Harbour was presented the Award of Merit by James A. Kistler, assistant general chairman,

Award of Merit was presented to Owen L. Harbour (center) local chairman of Jesse Clark Lodge 41 at Terre Haute, IN on March 21, 1981. At the presentation were Willis Abner (left) executive assistant general chairman, and James A. Kistler, assistant general chairman, United General Committee (ConRail).

Local officers congratulated Brother Harbour on his award. Shown here are (from the left): W. D. Krotz, recording secretary; Brother Harbour; M. M. Mayfield, financial secretary; and J. E. Davis, local president.

United General Committee. Brother Harbour was honored by the general committee for his outstanding work during 1980 and for his excellent cooperation with the general committee and Grand Lodge. Brother Kistler also presented a 30-year continuous membership pin in the BofRS to Brother Harbour for recognition of his 33.5 years of membership.

Brother Harbour is a charter member of Local 41, which was formed 4 years ago with the restructuring of locals to conform with the formation of ConRail. Brother Harbour was active in former Local 142 and had served as local chairman for many years. Also, he had been active in the general committee and had served as vice general chairman.

Tunes from an Old Rail

By Oscar E. Miller

Poems composed over the years 1923-1961 by the former signal engineer, Terminal Railroad Association of St. Louis. Our thanks to Phillip A. Smith, superintendent communications & signals, TRRAStL for loaning us this book of Oscar Miller's poems so that we might reproduce them for the enjoyment of our readers.

Copyright 1961 by Oscar E. Miller

Called Out

The signal maintainer's a man true as gold
Like the brave, gallant knights in the past days of old.
Though there's many a thing which might cause him despair
Such as danger or trouble or cold zero air
But one thing there is which blights his brave life,
Which troubles his slumbers and maddens his wife.
Like Damcoles' sword it hangs over his head,
By day and by night, awake or in bed.

The poor signalman cannot go to a show
Or to other amusements where folks like to go,
For as sure as he starts out to journey from home
There's a long, lengthy peal from the darn telephone.
And a demon in horns at the end of the line,
Who tells a sad tale bound to spoil his good time,
For an interlocked switch has perhaps been run through
Or a signal's gone red, as sometimes they do.

Don't blame the poor fellow for curses and oaths
As he rushes around and puts on his clothes,
(If ever you've felt disappointment so keen
You know just exactly what this luck may mean).
But he goes out and works and fixes the trouble
Which burst his hopes like a fragile soap bubble
Perhaps he stays up 'til the first break of day
When he ought to be home, safe at rest in the "hay".

You fellows who have a nice job in the warm,
Pursuing your calling, all safe from harm,
You lucky mechanics who work in the shop,
When the whistle blows your tools swiftly drop.
You surely were born 'neath a lucky star,
If this was not so you'd not be what you are.
So give fervent thanks both the great and the small
That you're not subject to a cursed call.

Determine your rights under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. Everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc. **Information should be forwarded to R. T. Bates, president, Brotherhood of Railroad Signalmen, Box U, Mt. Prospect, IL 60056.**

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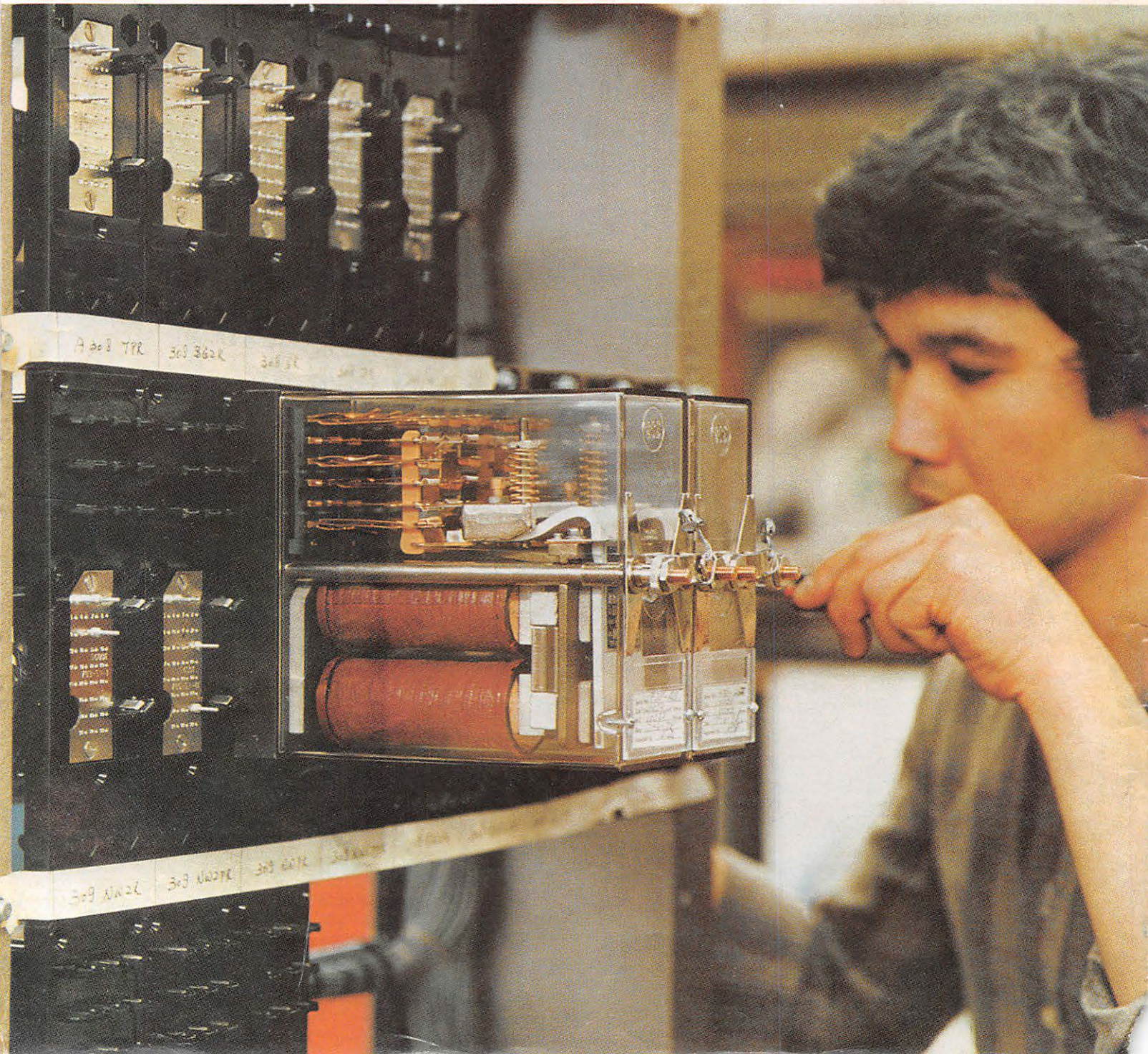
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